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SHANGHAI, SUNDAY, MAY 19, 1918

大正四年第三種郵便物認可

20 CENTS

FIGHTING IN WEST IS CHIEFLY IN AIR; GERMANS BEATEN

25 Enemy Planes Shot
Down And 12 Driven
Down

BRITISH LOSE 11

French Also In Aerial Bat-
tle, Destroying 18 Hostile
Planes

BELGIAN SUCCESS

Inflict Thorough Defeat
On Teutons On Ypres-
Dixmude Road

(Reuter's Agency War Service)

London, May 16.—Field Marshal
Sir Douglas Haig reports this evening:

There has been mutual artillery-
ing, particularly northward of the
Lys.

Aviation.—Our aeroplanes and
balloons carried out a great deal of
work on Wednesday in co-operation
with our artillery and took a great
many photographs of the enemy forward
and back areas.

Our bombing machines began
their attacks at dawn and continued
till night, dropping over 24 tons of
bombs on various targets, including
the railway-stations at Tournai,
Courtrai and Chaulnes, the billets
in the neighborhoods of Douai,
Bapaume, Menin and the Somme
and also the Zeebrugge-Bruges
Canal.

The enemy aircraft were active
early this morning and also in the
evening, attacking our bombing-
machines with particular insistence.
25 Planes Shot Down

We brought down 25 German
machines, drove down 13 and shot
down one from the ground. Eleven
British machines are missing.

After dark our night-fliers con-
tinued and they dropped over 14
tons of bombs on the railway-
stations at Chaulnes, Lille, Douai,
the billets at Peronne, Bray and
Bapaume and Bruges docks. One
British machine has not returned.

Early on Thursday our aeroplanes
set out to bomb the factories and
railway-stations of Saarbrücken.
Crossing the lines they encountered
ten scouts and a running fight
ensued along the whole way to the
objectives. When Saarbrücken was
reached twenty-five hostile machines
had collected and they attacked the
British with the utmost vigor.

Despite their attacks we dropped
twenty-four heavy bombs on our
objectives. Several bursts were
seen on the railway and a fire was
started. Having attained their
objectives our aeroplanes con-
centrated their efforts on fighting
the enemy machines. We brought
down five of them. One of the
British machines was seen shot
down. All the others returned.

Field Marshal Sir Douglas Haig
reported this morning:

We carried out a raid in the
neighborhood of Gavrelle and took
a few prisoners.

There has been reciprocal artill-
erying in the valleys of the Somme
and the Ancre, eastward of Arras
and on the northern battle-front.

Fighting All In Air

Reuter's correspondent at British
headquarters reported today:

Most of the fighting during the
past twenty-four hours has been in
the air.

Last night, taking advantage of
the clear moonlit atmosphere, the
Germans carried out a series of
bombing raids against our back-
areas.

Our aeroplanes were ceaselessly
busy over the territory where the
Germans were thickest and where
their communications were most
vulnerable.

A German non-commissioned
officer who was captured lately
throws light on the disappointment
the Germans sustained in their
unsuccessful attack on the Belgian
front on April 17.

Kaiser Takes Medals Home

He says that the operation was
designed to develop into a great

(Continued on Page 22)

Tiffin Tomorrow Opens Red Cross Drive Week; Church Services Today

Four-Minute Men To Speak And University Club Mem-
bers Sing And Yell At Opening Function;
Women To Take Part

Special Red Cross sermons and
services, both foreign and Chinese,
today will usher in the American
Red Cross drive for membership
and funds which is to continue at
top-speed throughout the week.

Great interest in the campaign
has already been aroused and
various affairs are planned for the
week to keep the enthusiasm keyed
to a result-producing pitch.

At the American song service, to
be held at 5 p.m. in the Palace
Hotel, Dr. F. L. Hawks Pott, pre-
sident of the American Red Cross
Chapter, will make an address.
Consul-General Sammons will pre-
side over the meeting and there will
be a program of special music and
a Red Cross collection. Twelve
Chinese churches will have Red
Cross sermons and services. These
are:

Grace Church, Shantung Road
Church, Quinsan Road Church, the
Mandarin Speaking Church, Presby-
terian Church, Cantonese Church,
Baptist Church, Moore Memorial
Church, Peking Road Church, St.
Paul's Church, St. Peter's Church
and All Saints' Church.

The beginning of the American
Red Cross drive for members and
funds tomorrow will be featured by
a tiffin at the Carlton having for its

purpose the arousing of enthusiasm
for the week's campaign.

The tiffin, which begins promptly
at 12.30 p.m., is under the auspices
of the American University Club and
American Women's College Club.
Seven speakers, including one
woman and one Chinese, will give
four-minute addresses on Red Cross
work, and there will be special music
and decorations. Shanghai women
are specially urged to attend and
Red Cross workers are asked to
wear their uniforms.

Four original Red Cross songs and
a Red Cross "College Yell" have been
prepared for the entertainment. The
"4-minute" speakers include Mrs. S.
J. White of the College Club, Judge
C. S. Lobingier, Consul-General Sam-
mons, Mr. J. K. Sague, Dr. F. L.
Hawks Pott, Mr. Chu Pao-san, Mr.
C. T. Wang, Mrs. H. H. Arnold and
Mrs. William Morris. The dining
room will be specially decorated in
Red Cross colors and each guest is
to be provided with a souvenir pro-
gram and menu containing the new
Red Cross songs, yells and slogans.
All persons who have not already
sent in reservations for the luncheon
has been asked to notify the Uni-
versity Club of their ability to attend
by ten o'clock tomorrow morning,
in order that proper arrangements may
be made.

SPRING FLOWER SHOW TO BE COLORFUL AFFAIR

Fine Displays Anticipated For
Exhibition Which Opens At
French Park Tuesday

A glorious floral display, arranged
in an ideal setting, is in prospect for
Shanghai flower lovers next Tues-
day when the Shanghai Horticultur-
al Society opens its Spring Show at
the French Park.

For weeks local gardeners have
been grooming and nursing along
their favorite blooms, under fairly
favorable weather conditions, and
the Society officials anticipate some
fine entries for the annual spring
honors. Roses will in all probability
hold the center of the stage, with
sweet peas also making a strong bid
for popular applause. The cool
weather this spring and the fact that
the exhibition is being held a
bit earlier than usual have been
somewhat of a handicap to garden-
ers, but it is stated that, on the
whole, conditions have been quite
good and plants have matured well.
There is some prediction that the
show will eclipse that of last
Spring when, notwithstanding hail-
storms and cold, dry weather a
gorgeous display of flowering and
foliage plants was installed in the
Town Hall.

The show this year will be held,
through courtesy of French Consul-
General Wilden and the French
Municipal Council, in the handsome
structure erected for the Fete
Triennale. The spaciousness and
delicate interior arrangement of this
buildings make it an ideal one for
such an affair.

Those who intend entering ex-
hibits of flowers or vegetables are
requested to have them on the
grounds not later than 9 a.m. Tues-
day.

INDIA WILL RECRUIT 500,000 MEN AT ONCE

Resolutions Passed At Recent
Delhi Conference To Be
Put Into Action

(Reuter's Agency War Service).
Simla, May 15.—As the result of
the Delhi Conference, the provincial
governments have held meetings and
unanimously voted reaffirming the
resolution of loyalty passed at the
Delhi Conference and promising all
possible aid.

The Government of India has al-
ready decided immediately to recruit
over half a million men and organize
a central and provincial publicity
bureau.

NEW U.S. ARMY JOINS BRITISH IN FLANDERS

American Batteries Set Mont-
didier On Fire; Other War
Notes By American Wireless

(American Wireless To Reuters)
Washington, May 16, via Cavite
and Koukaza.—The United States
War Risk Insurance Bureau an-
nounces that 2,029,000 soldiers and
sailors have taken out insurance for
a total of Gold \$16,663,000,000.
About 11,000 applications are re-
ceived every day.

The Army camps throughout the
country report the best health and
the fewest deaths of any week since
November.

A new American army has joined
the British in Flanders.

American batteries have set
Montdidier on fire.

An Italian offensive has won
trenches on Monte Asolone, between
the Brenna and Piave.

The German Baltic Fleet has been
recalled and concentrated at Kiel.

Interviewed by a Paris paper, M.
Clemenceau, the French Premier,
said that the United States will have
two million men, of whom 1,500,000
will be fighting in France, this year.

The Russian Soviet Government
warns the Germans that their con-
tinued aggressions will compel mili-
tary resistance.

UKRAINE POSITION BAD, GERMAN PAPERS WARN

State Of War Proclaimed In
Jekaterinoslav; Hostility
Grows In Other Cities

(Reuter's Agency War Service)
London, May 15.—The German
newspapers admit that the position
in the Ukraine is growing worse.

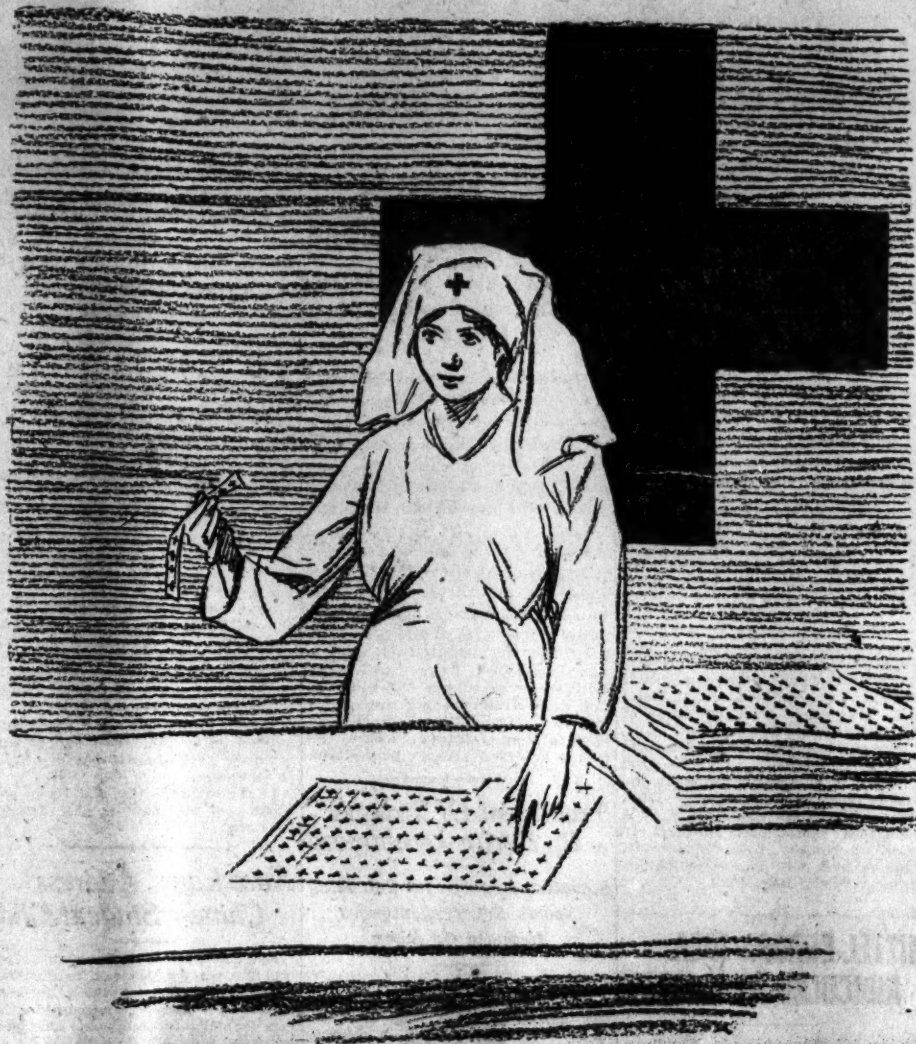
The Vossische Zeitung says that a
state-of-war has been proclaimed in
the Government of Jekaterinoslav
while a strong current is running
against the new order in Odessa and
Poltava. The newspaper adds that
there are several groups of the Great
Russian forces in the region of the
Don.

Reuter's Pacific Service

Harbin, May 17.—According to a
despatch from Moscow the principal
land owners of Ukraine, headed by
Prince Golitsin, have offered to sup-
port Hetmann Skoropadsky on con-
dition that he shall dismiss all the
organizations existing under Keren-
sky and in the days of the Bolshevik
Government and establish police of
the old type.

A telegram from Kurak states that
the Germans have shot most of the
representatives of the local Soviet
and other political organizations.

Bandages Or Bondage—?



Note.—The American Red Cross in China proposes to send 2,000,000 bandages to the
front for wounded this year—not for American wounded only, but for any and all Allied
wounded. To be exact, the American Red Cross helps all alike, the British, French, Belgian and
Italian, as well as the American Soldier. More than \$100,000,000 gold has been used by the
Red Cross in the past 12 months. Practically ALL of this (over 96%) has been expended in
caring for the Allies at the front—Not Americans.

FIRST DRAFT MEN CALLED FOR EXAMINATION HERE

Half-Dozen Report For Physical
Inspection; May Not Be Cal-
led To Service For Year

The first local Americans have
received their calls to report for
physical examination under the re-
gulations of the draft law. Within
the past few days half a dozen men
have been examined by Dr. S. A.
Ransom, United States Consular
Surgeon, and now await the sum-
mons to go home and into the
service. One young American
notified that his number has been
drawn, sails Thursday to report to
his local board.

In the opinion of Dr. Ransom and
other officials here there is little
likelihood that the men called up
for examination will be notified to
report for a year, or even longer.
All examined to date are in the third
and fourth levies of the draft and
several belong to selective classes
which place them beyond the first
million men to be called. Also,
all of the men examined are men
who have come out from the States
since the draft law went into effect
and who registered at home.

Americans called here are notified
by mail to report to the American
Consulate and are directed by the
Consular officials to report to Dr.
Ransom for their examination, fol-
lowing which they await the call to
service. Americans who left home
after registering are required to
arrange for their own transporta-
tion back in case of call, the gov-
ernment exacting a pledge of readi-
ness to return at their own expense
when they leave the country. It is
possible, however, if conditions are
favorable, that such men might be
given passage on army transports.
Regarding men who have been
away from the States since before
the registry began and who have
registered from here, no authorita-
tive information is at hand.

It is believed here that the call-
ing of local Americans for examina-
tion is a part of Secretary Baker's
scheme, announced some time ago,
to have all America's draft avail-
ables inspected in order to obtain
data on their physical fitness.

The Weather

Fine. The maximum temperature
yesterday was 79.6 and the mini-
mum 58, the figures for the cor-
responding day last year being 88.6
and 55.2.

Kerensky Reported On Way To America

Will Arrive Monday To Go To
Russian Embassy In Wash-
ington, Says Paper

(American Wireless To Reuters)
New York, May 16, via Cavite
and Koukaza.—A socialist organ
publishes the statement that Keren-
sky will arrive at an Atlantic Port
on Monday on his way to the Russian
Embassy in Washington.

FOUR ITALIAN OFFICERS TORPEDO DREADNAUGHT

Enter Port Of Pola And Hit
Austrian Warship, Rome
Announces

(Reuter's Agency War Service)
Rome, May 16.—An official com-
munique reports that an Italian
officer and three petty officers en-
tered the port of Pola and torpedoed
a dreadnaught of the Viribus Unitus
Class. (20,000 tons, 22 knots, 430
men, completed 1912-14). The com-
munique gives no details. An official
communique reports that Italian sea-
planes bombed Pola, brought down
two enemy machines and returned
unharm.

JAPAN HAS CONTROL OF MANCHURIA LINE

Report It Has Chinese Eastern
Railway Between Changchun
And Laoshakow Confirmed

Reuter's Pacific Service
Peking, May 17.—From the mass
of conflicting reports and the
official and semi-official denials of
these reports the fact emerges that
on May 1 notified the Chinese Govern-
ment that the agreement between
M. Kerensky, then Russian Minister
for Foreign Affairs, and the Japan-
ese Ambassador for the transfer to
Japan of the Chinese Eastern Rail-
way between Laoshakow, on the
Sungar River, and Changchun, in
exchange for value received, would
be given effect.

BALFOUR EXPLAINS BRITAIN'S POSITION ON AUSTRIAN OFFER

Emperor's Letter Was Pri-
vate; Seen Only By Pre-
mier And King

SECRECY ENJOINED

London Had No Desire To
Withhold Anything
From America

DISCUSSES ALSACE

Restoration of Disputed
Territory On 1790 Basis
Not Allied Demand

(Reuter's Agency War Service)

London, May 16.—An interesting
debate took place today in the House
of Commons on the subject of the
alleged proposals made by Austria.

Sir Walter Runciman asked a series
of questions regarding the letter
written by the Emperor Karl offering
peace and quoted by M. Clemenceau,
which was cabled on April 8. He
asked: "Was it communicated to the
other Allies? Did the Premier inform
the Foreign Office at the time that
such a letter had been shown to him?
Was the subject dropped because
France wanted the Alsace-Lorraine of
1814 or even of 1790?"

Mr. A. J. Balfour, Secretary of
State for Foreign Affairs, stated that
there was a tendency to treat this
subject as if it concerned Great
Britain alone. It was really a delicate
question of international policy and
could not be discussed as if it were a
domestic matter.

Letter Was Private
This was a private letter written
by the Emperor Karl to a relative and
conveyed by the latter to the French
Government under seal of the strictest
secrecy and without permission to
communicate it to anyone in Great
Britain except Mr. Lloyd George and
the Sovereign.

Mr. Balfour admitted that this was
an inconvenient way to deal with a
great transaction, but it was not the
fault of the British Government. The
American Government was no better
informed regarding the letter than
Mr. Balfour, but it was a complete
delusion to suppose therefore that the
Government had ever shown any lack
of confidence in the Government and
President of the United States. He
had no secrets from President Wilson.
It was impossible for Great Britain
and the United States to carry on the
great work in which they are engaged
without complete confidence.

Alsace-Lorraine Demand
With regard to Alsace-Lorraine,
Mr. Balfour declared that the restora-
tion to France of the Alsace-Lorraine
of 1814 or of 1790 had never been a
war aim of the Allies. Mr. Runciman
must have been referring to the con-
versations between the Tsar and the
French representative, M. Doumergue,
in this connection early in 1917,
which were not known to the British
Government until much later. They
had no international bearing and they
did not pledge the British Government,
which had never, in the least, encour-
aged any such action. Nor did he
think that the demand was ever any
fixed part of the foreign policy of any
French Government for any length
of time.

Mr. Outwaite, interrupting, said
that Mr. Runciman's question referred
to the statement in the press that
President Poincare had made that
demand.

Mr. Balfour replied: "These pour-
parlers were not interfered with by
any such demand."
Doubts Letter's Sincerity
Proceeding, Mr. Balfour said that
it was impossible to know what
actuated the Emperor Karl of Austria,
Count Czernin or the Kaiser in these
various transactions. He was inclin-
ed to think that it was part of a peace
offensive by which he meant peace
proposals by a party which had no
desire for peace but desired to divide
its opponents. He thought that M.
Clemenceau, in publishing the Em-
peror Karl's letter, dealt effectively
with these cynical methods. Mr.
Balfour believed that the efforts of
the Central Powers have never been
directed towards peace but to divide

the Allies. There was no evidence that Germany contemplated the possibility of what we should regard as a reasonable peace, namely, a peace to secure the freedom of the world.

He reminded the House that the Committee of the French Chamber of Deputies had already concluded that the above-mentioned letter did not provide an adequate or satisfactory basis for peace. If there had been any possibility that that letter really contained the seeds of an honorable peace, was it not evident that the Committee of the French Chamber would have expressed regret that the French Government or the French Premier had thrown away the opportunity. The House of Commons might well be content with that verdict.

Willing to Discuss Honorable Peace
"Nobody," continued Mr. Balfour, "can be more desirous than the British Government of bringing the war to an honorable termination and, if any method by means of which that can be accomplished is shown to us, of course, it will be accepted, but we are fighting as one among many Allies against the Central Powers, who never had and now less than ever have the least intention of meeting the legitimate wishes on which this whole House and the whole country is entirely agreed. These great aims can only be obtained by absolute loyalty between the Allies."

Mr. Balfour emphasized that discussion on the action of foreign statesmen, the motives of foreign Parliaments and the duties of foreign armies would be absolutely fatal to any Alliance. Nothing should be said which made it more difficult to carry out the task which could be accomplished. If all the great Allies remained unanimous, but it would be lost irretrievably if any breach was allowed to creep between them.

Assault Gives Views
Mr. Asquith expressed satisfaction that the Government would not close the door upon any honorable peace offer. He gathered from Mr. Balfour's statement that the report in the press regarding President Poincaré's alleged demand for the Alsace-Lorraine of 1814 was without foundation so far as Mr. Balfour knew. He was also glad to hear that such a demand would never be countenanced by Great Britain and had not been the settled policy of the French Government. While there ought to be no contraction, there ought to be no extension of the Allied war aims.

BRITAIN TO DECORATE ITS MERCHANT SEAMEN

12,500 Have Lost Lives But None Ever Refused To Sail

(Reuter's Agency War Service)
London, May 15.—In the House of Commons today Sir Albert Stanley, President of the Board of Trade, stated that 12,500 mercantile mariners have lost their lives in the war but none of them have ever refused to sail when their vessel is ready.

He announced that the King approved that a badge should be worn by officers and men of the mercantile marine who had completed a further voyage after being on board a vessel which had been sunk or damaged by a torpedo or mine, the badge to be in the form of a torpedo, to be worn on the cuff of the left sleeve and bars to be added for subsequent torpedos.

Paris Air Defense Turns Back Raiders

No Enemy Planes Reach City, Only Few Bombs Being Dropped In Suburbs

(Reuter's Agency War Service)
Paris, May 16.—Official. An air-raid alarm was given at ten o'clock yesterday evening. Our guns opened fire and our defending aeroplanes ascended. No enemy machines reached Paris but bombs were dropped in the suburbs. "All Clear" was sounded at midnight. A second alarm was given at 1.50 a.m. and "All Clear" at 2.30 a.m.

British Tax System Superior To Germans'

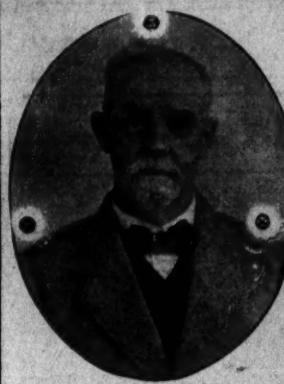
So Says Enemy Paper, Denouncing Selfishness Of Own People

(Reuter's Agency War Service)
Zurich, May 15.—The German newspaper Frankfurter Zeitung contrasts very unfavorably the German system of financing the war with the British. It says that the latter is based on a wide distribution of the burden of taxation and rests on a much sounder foundation than the financial policy of Germany, which is characterized by private egoism, petty fear of taxation, particularism and dilatoriness. The journal concludes: "The self-sacrificing heroism of the British tax-payer and the far-seeing statesmanship of the British Government ought to be an example and stimulus to Germany."

Amsterdam Wants Air Post To England

(Reuter's Agency War Service)
Amsterdam, May 16.—The Chamber of Commerce is pressing the urgency of an aerial post between Great Britain and Holland.

Leaving China With Envious Record



Mr. Alexander Malcolm

Forty-two years' service as a chief engineer on the China Coast is the proud record of Mr. Alexander Malcolm who retired last week and who leaves Shanghai for his home in Tighnabruich in the West Highlands of Scotland next Saturday.

"Sandy" Malcolm, veteran engineer and known to thousands who have travelled between Shanghai and Tientsin during the past 20 years, has made an enviable record. He came to this city in 1876 as chief engineer on a liner from London to Butterfield and Swire Company of Shanghai. With the exception of two years vacation, Mr. Malcolm has been in this city since. He is 70 years old and says "Shanghai is the healthiest place on earth."

Mr. Malcolm has been a member of the Marine Engineers' Institute for 42 years and has been one of the factors in the great progress made by the society. At a meeting Thursday, when the members gathered to honor him, Mr. Malcolm was presented with a pair of binoculars suitably inscribed. Few can boast of the record made by "Sandy" Malcolm, who rose from a helper in a machine shop to the leading chief engineer on the China Coast. He leaves Shanghai with a reputation established through 42 years of honesty, and China Coast shipping men will always remember "Honest Sandy Malcolm."

MITTEL-EUROPA IDEA RIDICULED BY HARDEN

Editor Also Denounces German Peace Treaties On Countries In East

(Reuter's Agency War Service)
Amsterdam, May 15.—Maxmillian Harden, in an article in Die Zukunft, ridicules the dream of "Mittel-Europa," especially the idea of an eternal friendship between Austria and Germany. He denounces the treaties concluded with the countries of Eastern Europe as against human nature and reason and declares that the so-called Ukrainian Bread Peace is humbug.

GERMANS STILL TALK OF BIG WAR INDEMNITY

Saxon Minister Of War And Count Westarp Say Allies Must Pay

(Reuter's Agency War Service)
London, May 16.—The German people are still lead to expect a war indemnity. Speaking in the Reichstag the Saxon Minister of War said that Germany counts upon indemnities while Count Westarp declared that only by indemnities can the requirements of Germany be met.

Just Unpacked the Very LATEST



TYRONE

ARROW Form Fit COLLARS

In the "FORM FIT" Collars the tops and bands are cut out to fit over the big shoulder muscles—This means better fit, better sit, and improved appearance.

Also the following shapes
Gordon-Contour, Falcon, Flint And Nassau
Your Inspection Invited at
Silberman's Drapery and Outfitting Stores
(No. 18 Broadway (opp Astor House))

PRUSSIAN THREATENED IF VOTE REFORM LOSES

Soldiers Will Speak Soon Enough, Socialist Deputy Tells Conservatives

(Reuter's Agency War Service)
Amsterdam, May 15.—In the Prussian Lower House the Independent Socialist Deputy, Herr Hoffmar, taunted the Conservatives with flaunting the Kaiser's promise with regard to equal suffrage. Facing the members of the Right he continued: "What people abroad say does not trouble you. What the soldiers at the front will say you will know enough. Reject equal suffrage and you will see the consequence."

AUSTRIAN OFFENSIVE TO STRIKE FOR MILAN

Offensive, Aimed To Crush Italian Army, Expected At Early Date

(Reuter's Agency War Service)
London, May 15.—Well-informed observers express the opinion that a blow by Austria against Italy is to be expected at an early date. The project is generally believed to comprise a great invasion with Milan and Brescia as the chief objectives, but the latter are only parts of a complex scheme to smash up the Italian army. Since the retreat in October the whole Italian strategic plan has been recast and the main defensive positions have been solidly held, but the Austrians now intend to strike against the remaining 150 miles of the original flank along the mountain-wall stretching from Stelvio Pass to Monte Grappa, where the enemy holds advantages in position.

Treatment Of Strikers By Berlin Denounced

Socialist Deputy In Reichstag Scores Severe Sentences Imposed On Many

(Reuter's Agency War Service)
Amsterdam, May 15.—In the Reichstag, during the debate on the estimates of the Department of Justice, the Socialist Deputy Herr Cohn denounced the severity of the sentences inflicted in connection with strike disturbances as a result of which many men of noble character from Belgium and Germany were languishing in prison. Herr Cohn was repeatedly called to order amid the tumult.

ENGLAND CONSIDERS STATE HOUSING BANKS

Object Would Be To Help Poor Build Homes After War

(Reuter's Agency War Service)
London, May 16.—The Minister of Reconstruction has appointed a committee to investigate the desirability of establishing State and Municipal housing banks with a view to advancing funds to private persons and bodies for the provision of houses for the working classes after the war.

Coal Miners' Meeting Ends Without Result

Scheme For More Productive Use Of Labor Is Voted

(Reuter's Agency War Service)
London, May 16.—Yesterday the Coal Controller addressed the 100 delegates of the 100 Federations. Many questions were asked by the delegates, who emphasized that the military have taken the strong line. The Coal Controller submitted a scheme for a Central Mining Utility Bureau for the more productive utilization of labor. Not a single delegate in the scheme and the Controller's scheme.

ELABORATE CELEBRATION FOR EMPIRE DAY FRIDAY

Sham Battle At Race Course, Parade And Other Features Planned

A sham battle depicting scenes of modern warfare, with the British War Loan tank playing a prominent part will be one of the features of the Empire Day celebration Friday. The British Companies of the Shanghai Volunteer Corps will take part in the mimic warfare which will be staged at the Race Course.

The celebration will start at eight o'clock in the morning when the Baden Powell and Sikh Scouts are to salute the flag at the British Consulate in the presence of Consul-General Sir Everard Fraser.

At noon the British companies of the S. V. C. and details from the British monitors Bee and Scarab will be reviewed by Consul-General Fraser at the Consulate and the sham battle will start at the Race Course at 2.45 o'clock in the afternoon.

Medicine ball and relay races and exhibitions by Sikhs and sailors will comprise part of the program at the Race Course. In the evening there will be an exhibition of war films at the Olympic Theatre.

Americans Address Chinese Student Club

Emphasizing the importance of organization for constructive purpose, Mr. Julian Arnold, the American Commercial Attaché, addressed the first formal meeting of the American Returned Student's Club last night at the Oriental Hotel. Mr. Arnold dwelled extensively on this subject and his speech lasted more than two hours. Mr. J. K. Sague, the American delegate to the International Tariff Revision Commission, made an interesting address. Mr. J. B. Powell spoke. Mr. H. Y. Moh, president of the club, introduced the speakers. Twenty students heard the talks.

U.S. WAR COST RISING

Was \$31,280 Million In April, Showing Big Increase

(American Wireless To Reuters)
Washington, May 17.—The Treasury Department reports that the war expenditure is rising rapidly. Gold \$1,220,000,000 was spent in March for the army, navy and ships, being Gold \$156,000,000 more than the preceding month. The National Debt on April 1 totalled Gold \$9,585,000,000, not including the Liberty Loan.

CAMPAIGN OF TERROR WAGED AGAINST FRENCH

Warfare Of Shrecklichkeit On Women And Children Resumed By Germans

(American Wireless To Reuters)
New York, May 16, via Cavite and Koukaza.—Mr. Henry P. Davison, the head of the American Red Cross, on his return from Europe declared that the Germans are waging "an extensive offensive of terror" against women, children and old men in France and Italy. Mr. Davison said: "The enemy's airplanes every night bombard Tours, which is behind the lines, with the deliberate purpose of terrorizing the civilians so that they will importune their Government for peace. It is the most devilish plan conceivable. The Germans think that killing four of a woman's five children will induce the mother to beseech the Government to cease the war so that the fifth child may live."

DEDICATE NEW CHURCH

Dedication week for the opening of the Ella M. Stewart Memorial Church, 196 North Szechuen Road, will begin today with a dedication service in Chinese at 3 p.m. At 8 p.m. there will be an English service. At 4 p.m. tomorrow there will be a reception to Chinese with another including general program in English at 8 p.m. At 4 p.m. on the 21st a reception to students is the feature of the Chinese program and on the 22nd and 23rd services in Chinese will be held for women at 3 p.m. and for men at 5 p.m. From May 21 to 23 inclusive there will be English services at 8 p.m. at which "Messages on Prophecy" and "The Deeper Christian Life" will be given by a number of speakers. The Rev. J. Woodberry and family extend a cordial invitation to all foreign friends to attend these services.



Is this your boy?
Is he too weak and sickly to join his companions in play and are you helpless in spite of your utmost efforts to make him well?

What have you done toward building up his blood? Pure, red blood is what he needs most, if he is to become active and strong. Have you given him Dr. Williams' Pink Pills for Pale People? They are the remedy every growing boy or girl needs to build up the blood and bring health, strength, a good colour, a hearty appetite and strong nerves.

An instructive booklet, "Building Up the Blood" will be sent free upon request. Get the pills from your druggist or post paid, 1 bottle for \$1.50, six for \$8, from the Dr. Williams' Medicine Company, 96 Szechuen Road, Shanghai.

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Paying by check is a simple, easy method of keeping track of every expenditure made from day to day.

The canceled checks as returned to you each month by this bank are RECEIPTS, the stubs in your checkbook an accurate ACCOUNT of every dollar spent.

Even months from now you can go back to your checkbook and know at a glance to whom and for what you've paid out money.

If you pay cash there's always a chance of losing the money—in which case it's a dead loss. If you lose a check it's worthless to the finder—or to make doubly sure you can easily order payment on it stopped.

Adopt the pay-by-check system in meeting personal and household bills. Saves time, trouble, worry and money for you.

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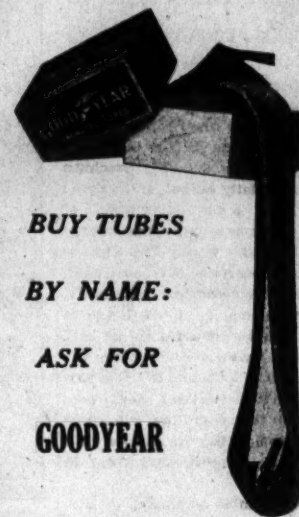
And in buying Goodyear Tires, you are buying the best in tires that money can buy. Don't be misled by "Just as good" or "Better," but insist on "Goodyear," for in Goodyear there is nothing of workmanship but the best.

WHY is it that 2 cars out of every 3 manufactured are Goodyear equipped?

We shall answer the question for you.

BECAUSE

Automobile Manufacturers find that the exclusive features of Goodyear Tires, with the All Weather Tread, give longer Service and Greater Mileage.



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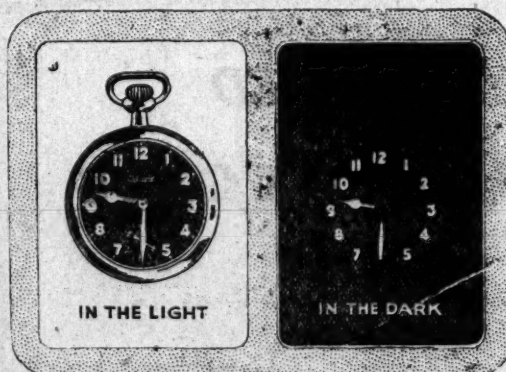
Carry a Watch you can Read in the Dark.

Ingersoll Radiolite Watches have hands and figures that glow brightly in the Dark.

Ingersoll Radiolite Watches are heavy duty watches. They stand the Knocks and Jolts.

There is Radium in the hands and figures. Enough to do the work and to last as long as you have your Ingersoll.

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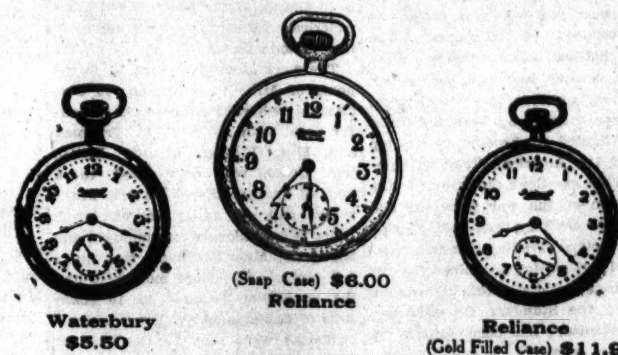
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(Snap Case) \$6.00
Reliance

Reliance
(Gold Filled Case) \$11.90

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Watches

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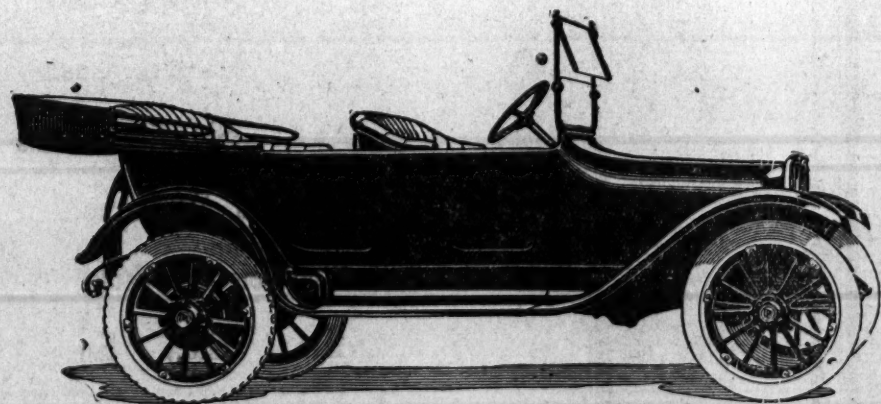
—or for you

The Reliance—thin and 7 Jewelled—is the kind of Watch your friends check their time by.

Then the Waterbury—4 Jewelled—4 New Ingersoll with a good old name.

You can also have it with a "Radiolite" Dial that Shows time in the Dark.

See them at your Dealer's



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This is the car you will eventually buy for

Comfort—Pleasure—Economy

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The quality is never questioned. Repairs are rarely rendered necessary except by accident or abuse

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American Women's Branch Workroom Turns Out Six Dozen Suits Of Pajamas Daily For Soldiers

Small-Sized Industry In Operation In American Trading Company Building Under Direction Of Mrs. V. Hoffmann

Six dozen suits of pajamas for Allied soldiers fighting in France are made daily at the American Red Cross branch workroom in the American Trading Company building, Szechuen Road, and a daily output of 25 dozen by June first is the expectation of Mrs. V. Hoffmann, who has charge of the branch. Thirty-five Chinese workers, supervised by American ladies who give their time voluntarily, are at present employed and this force will be more than doubled in the next two weeks. Every garment bears the mark of the Shanghai Chapter, American Red Cross, and goes directly to the front as all cases are addressed to the Red Cross with the American Expeditionary force in France.

From an humble beginning in Mrs. Hoffmann's home, the work has grown to such proportions that the next quarters are soon to accommodate workers capable of sewing, folding and packing 7,500 suits of pajamas monthly for Allied fighting men. The garments are made at minimum cost and through the co-operation of leading hongs and the work of American ladies, overhead expenses have also been reduced to minimum. The rooms, fixtures, office furniture, filling system, sewing machines, tables and everything used in the workrooms have been donated by Shanghai firms.

Well lighted workrooms on the top floor of the American Trading Company offer excellent facilities for the production of the war garments and the best of sanitary conditions prevail. The American Trading Company has supplied 100 sewing machines for use in the rooms and all work tables were given by the Standard Oil Company. Filling furniture has been donated by the latter company, a roll top desk and rug for the office have been given by Andersen, Meyer & Co. and Mr.



American ladies in picture, from left to right; Mrs. Ray Bunn, Mrs. L. McCoy, Mrs. Max Zankle, Mrs. James McDonnell and Mrs. V. Hoffmann. The latter is in full charge of the workrooms in the top floor of the American Trading Company building, Szechuen Road.

Carl Seitz of the China Import and Export Company looks after the shipping of the packed cases. The book-keeping work is done gratuitously by Mrs. James McDonnell. Mrs. Gaines is in charge of the packing and other American ladies have been active in the various lines.

The work started January 10, in the home of Mrs. V. Hoffmann, 60 Rue Chapais, where the latter, after conferences with Mrs. T. E. Trueman and Mrs. Loden, of the British Red Cross, who co-operated to a marked degree, started the first workroom. But one tailor was employed. Later more tailors were employed and March 22, Mrs. Hoffmann was given full control. She hired more help and the production reached to 10 dozen suits of pajamas daily. The completed garments were sent to the Kiangsu Road workrooms every other day by trucks loaned by Honigsberg's Garage, and at Kiangsu Road they

were packed and shipped to France via New York.

The present shop was occupied May 7 and since then the work has materially improved. Here Mrs. Hoffmann, who is at the workrooms daily, has an opportunity to see that the work is properly done under sanitary conditions.

Books And Magazines Acknowledged

The British Postmaster desires to acknowledge with thanks the receipt of books, magazines, etc., from Mesdames H. H. Girardet, N. B. Ramsay, T. B. Maguire, W. A. Stursberg, Messrs. White-Cooper and Master, Mactavish and Co. Dr. P. U. J. F. Poledna-Vikousky, Messrs. F. L. Marshall, H. Ross, L.

Cameron, W. H. and C. Emberley, Kenneth Logan, J. W. F. Singer, J. H. Viloudaki, E. Knight (Ningpo), Wm. Armstrong, W. H. T. Davis, L. Camera, E. Loureiro, G. F. L. Harrison, P. Enticknap, E. Beard, E. Brook, and A. B. W.

The following letter has been received from Bombay:

Red Cross Depot, Bombay, April 20, 1918.

T. Harborne, Esq., Post Master, British Post Office, Shanghai.

Dear Sir.—I beg to acknowledge receipt of 3 bags of books and magazines for soldiers and sailors which were received here on the 18th inst., and on behalf of the Red Cross I tender their grateful thanks for these gifts which will be much appreciated. Yours faithfully, (sd.) A. L. Davies.

Major, Hon. Superintendent, Red Cross Depot.

NESTLÉ'S FOOD

Doctors' Opinion in China:—

"Being convenient to prepare and all that can be desired as a sustaining nourishing diet, we greatly value its use."

"In all cases both young and old suffering from digestive derangements and irritation and weakness of the alimentary canal, I have found it of the greatest use."

"It is useful in all forms of weakness, but I found it specially helpful in dysentery."

"It has certainly been a great help to some infants whose mothers' milk has been insufficient or of poor quality."

"Even new-born babies have found it quite easily digestible and satisfying."

"At the weaning stage it has been very useful in tiding them over the difficult time."

"I have been more than satisfied with the excellent results in giving it to delicate children and to mothers where the quality of the breast milk was poor."

"I have found your 'Nestle's Food' valuable among my Hospital patients, especially with those suffering from weak and disordered digestions. Nephritis, Chronic diarrhoea, and dysentery cases, as well as Typhoid fever, have been helped by it."

"In cases of persistent vomiting after chloroform or from other causes it has sometimes been the only food that the stomach could retain."

The best Druggists and Stores sell Nestle's Food.

Wholesale Depot, 8 Nanking Road, Shanghai.



"Here's Where We Got Our Start"

Look, Nell — this coupon! Remember the night you urged me to send it? Then how happy were we I came home with news of my first promotion? We owe it all, Nell, my place as Manager, our home, our comforts—to this coupon.

Tested here
CHINA AGENCY
INTERNATIONAL CORRESPONDENCE SCHOOLS
OF SCRANTON
Office 15-11c Nanking Road, Shanghai.

Examine, without obligating me, how I can qualify for the position, or in the subject, before which I mark X

- | | | |
|---------------------------|------------------------------|-----------------------------|
| Electrical Engineer | —R. R. Constructing | —Traffic Manager |
| Electrician | —Bridge Engineer | —Cartoonist |
| Electric Wiring | —Structural Draftsman | —Illustrator |
| Electric Lighting | —Structural Engineer | —Perspective Drawing |
| Electric Car Running | —Municipal Engineer | —Carpet Designer |
| Heavy Motor Traction | —Architect | —Wallpaper Designer |
| Electrical Draftsman | —Architectural Draftsman | —Bookcover Designer |
| Electric Machine Designer | —Contractor and Builder | —Ship Draftsman |
| Telegraph Engineer | —Building Foreman | —Common School Subjects |
| Telephone Work | —Carpenter | —High School Subjects |
| Marine Engineer | —Lumber Dealer | —Mathematics |
| Mechanical Draftsman | —Concrete Builder | —Teacher |
| Machine Designer | —Plumber & Steam Fitter | —Textile Overseer or Supt. |
| Machine Shop Practice | —Heating and Ventilation | —Cotton Manufacturing |
| Boilermaker or Designer | —Plumbing Inspector | —Woolen Manufacturing |
| Patternmaker | —Foreman Plumber | —Chemical Engineer |
| Toolmaker | —Business (Complete) | —Analytical Chemist |
| Foundry Work | —Bookkeeper | —Mine Foreman or Engineer |
| Blacksmith | —Stenographer & Typist | —Coal Mining |
| Sheet-Metal Worker | —Higher Accounting | —Metal Mining |
| Automobiles | —Certified Public Accountant | —Metallurgist or Prospector |
| Automobile Repairing | —Railway Accountant | |
| Steam Engineer | —Commercial Law | |
| Steam-Fire Engine | —Good English | |
| Stationary Foreman | —Salesmanship | |
| Marine Engineer | —Advertising Man | |
| Refrigeration Engineer | —Window Trimmer | |
| Gas Engineer | —Show-Card Writer | |
| Civil Engineer | —Outdoor Sign Painter | |
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„ Trench Coats

„ Cavalry Coats

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Nicholson's Waterproof

Featherweight Oilsilks

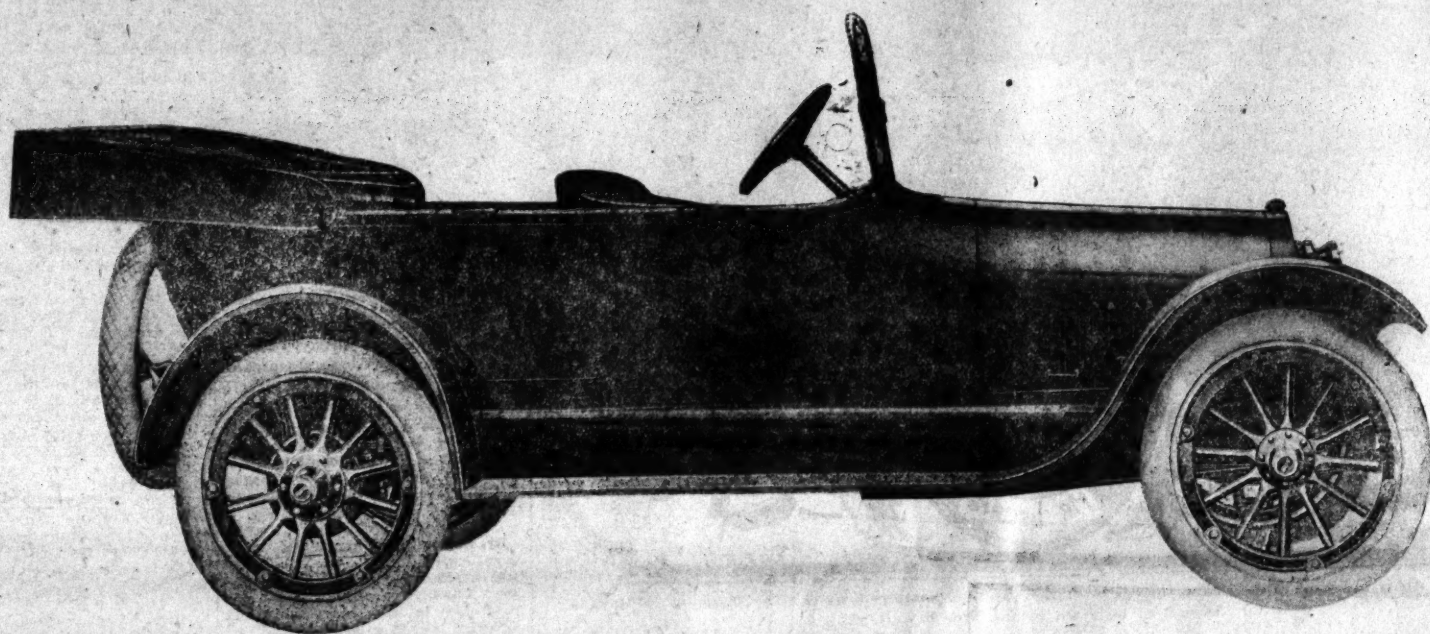
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THE ECONOMICAL GASOLINE CONSUMPTION CAR

Buying a motor car is very much like buying a bond.

The best bond is usually that of a substantial, long established concern with a successful business history and an unblemished record for fair and honorable dealing. The best motor car is usually produced by a firm with a similar reputation.

For almost twenty years the Buick Motor Company has been building quality motor cars which have given entire satisfaction and unusual service.

During this time more than 400,000 cars have been built and placed in active service in all parts of the civilised world. Many of the earlier models are still in active use today, and one Buick has a record of 273,000 miles.

In the world war the Buick has played a vital and important part, and when the History of this war is written the Buick will occupy an important place on the roll of merit.

You take no risk when you buy a Buick. In the future as in the past, every Buick purchaser will receive full value in motoring satisfaction and service.

The day of the one-car-a-year automobile is past. The public demands not a season car, but a service car. It wants a car that will LAST. The Buick makers realise that, and produce cars accordingly. The Buick is universally known as the standard of merit.

Read the BUICK catalog and secure a demonstration of either the BUICK Four or Six

H. S. HONIGSBERG & CO., INC.

Sales : West 1234

Service : West 1211

GERMAN PROFESSORS DECRY 'IDEAL' PEACE

Anything Like National Equality
Or Waiving Of Annexations
Utopian, They Say

(Reuter's Agency War Service)

London, May 15.—What is apparently a campaign against the perils of international idealism is being conducted in certain quarters in Germany. The influential monthly magazine, *Süd-Deutsche Monats-Hefte*, has devoted nearly the whole current issue to warnings against German dreamers, the principal articles being contributed by university professors.

The *Times* gives a number of illuminating extracts from the issue. Professor Spahn, Roman Catholic Professor of History at Strasbourg, says that if Germany consents to any League of Nations she must lead it. "The need of the present hour is not yet universal peace and the rule of law and the freedom of peoples, but clearness about the vital conditions of the German people as a State and about the full development of our own state of existence. If the dream of the unity of the peoples of Europe becomes a reality, it cannot be based upon the equality of all. Peoples are made for equality just as little as individuals are. Unity must be based upon the leaders of the most efficient peoples. Only a race so full of idealism as the Germans are capable of lighting the horizon of humanity with an idea so great and eternal."

Professor Ernest Haackel warns Germans against Utopian imaginations of peace and refers to the peace resolution passed by the Reichstag in July last year as infamous.

Professor Wundt, Professor of Philosophy at Leipzig, says that there can no longer be any question of "a renunciation peace."

Professor Reinke of Kiel declares that the history of the world shows that the only power that has won peace is the power able to inspire the enemy by force of arms. The latest example of this was at Brest-Litovsk. "The proper maxim for us is to extract from the situation as much material advantage as the military position permits."

The *Times*, commenting, says that these opinions show how very far Germany is from contemplating any settlement compatible with the elementary first principles of the Allies and the United States. Hence "the trial of strength thus forced upon us will have to be fought out by sea and land."

18 CONCRETE VESSELS CONTRACTED FOR IN U.S.

Pacific Coast Cities Give Large
Sites For Concrete
Shipyards

(American Wireless To Reuters)

San Francisco, May 15, via Cavite and Kookana.—The building of eighteen concrete vessels has been contracted for. The cost is estimated at Gold \$125 per ton as compared with Gold \$150 for wood and Gold \$175 for steel ships. The new vessels will include four large ships. The relinquishment of the Government to proceed on a large scale is due to the conclusive tests of the concrete ship *Faith*. The Pacific Coast cities have joined in giving large sites for the Government ten-million-dollar shipyards for concrete ships, thus clearing the title or requirement by the Government within twenty-four hours. The construction of eight 7,500-ton oil-tank steamers is to be started first.

Chicago, May 16, via Cavite and Kookana.—Mr. Charles P. Pies, of the Emergency Fleet Corporation, has telegraphed orders to start building four shipways for the simultaneous construction of the first four concrete ships in one Pacific Coast yard. Mr. Pies has congratulated the builders of the *Faith*, saying that their success has created intense interest throughout the country. Mr. Pies stated that 555 small vessels, with a total of two million tons, will be added to the United States merchant marine by February next year. He said that forty wooden ships will be ready for service within a month.

A Pacific Port, May 15, via Cavite and Kookana.—The Chamber of Commerce here, according to a tabulated statement, says that 125 steel ships totaling nearly one million tons and eight Gold \$180,000,000 are being built here, besides numerous wooden ships. The report adds that this construction is less than at some other ports nearer the lumber and steel areas of supply. From two yards come claims to speed records by riveting gangs in the inter-sectional patriotic contest. A gang in a Pacific Coast shipyard drove 4,089 rivets into an 8,800-ton steel ship in nine hours, claiming the American record, which previously was 3,415 rivets in nine hours made in a Great Lakes yard. Then, from Atlantic yard, came the announcement that 4,375 rivets, each three-quarters of an inch in diameter and two and five-eighths inches long, had been driven by one gang in nine hours, establishing a world record, which previously was 4,442 made by a gang in Scotland.

Playlets At Country Club

Two entertaining little plays will be given at the Country Club at 15 next Wednesday in aid of the British Women's Work Association. The pieces are "The Playgoers," a one-act episode by Sir Arthur Wing Pinero, and "A Wire Entanglement," a comedy by Robert B. Hall. The entertainment is arranged by the Misses Wood and tickets may be secured from members of the Country Club.

French Operetta For Allied War Funds Opens Thursday Night



\$1,000,000 DAMAGE IN SOUTHERN BATTLE

Fighting At Yeungkong Ends In
Looting Of Foreign And
Chinese Property

China Press Correspondence

Yeungkong, Kwangtung, April 18.—Four times the Northern Army under General Lung Tsi-Kwang and the Southern Army under General Li Li-chuan have taken and retaken Yeungkong. A million dollars damage has been done.

Nearly every shop and house has been looted. Some buildings have been burnt. All trade and all real business has been suspended for four months. Many shops have failed. Over half the population has fled. A thousand refugees, from the highest to the humblest, took refuge in the American missionary compound. During the last looting the Southern soldiers made no distinction between foreign and Chinese. On March 24 they bombarded the missionary compound. On March 25, at 3 p.m., they burnt down the largest church, the central city church, headquarters of the work. They damaged chapels and shot a Chinese pastor's assistant preacher through the thigh within the chapel on Twelfth Street. They murdered seven wounded Northern soldiers in the hospital inside the missionary compound, entered the doctor's residence and looted, made it unsafe for women and children, and threatened and harassed the foreigners when the foreign men quietly and quickly got them out and kept them out before more damage was done.

The American Consul-General at Canton, Mr. Heinemann, promptly requested the gunboat *Pampanga*, Lieutenant-Commander Smith in charge, to proceed at full speed to Yeungkong. The Executive Committee of the American Presbyterian Mission appointed the Rev. Chas. E. Patton and Jas. M. Henry to go with the gunboat.

Lieut. Commander Smith and the *Canton* and *Yeungkong* missionaries paid a formal visit to the General commanding the Southern forces. He deplored the recklessness of the soldiers.

Three ladies and three children were removed by the gunboat to Canton, the gunboat returning to Yeungkong via Macao. It is to be hoped that the high authorities of the Southern Military Government, who are enlightened men, and some of whom are men of eminence in the world at large as well as in China, will see that the burnt and ruined church and damaged chapels are restored at as early a date as possible, and that other proper steps are taken on account of the other damage and the danger to wife and property.

The missionaries have done much for Yeungkong. Some of the chief citizens are Christians. The missionaries manage the only hospital and have a wide church and school work. The only newspaper was established and is supervised by them, and is self-supporting. And now, on account of the million dollar damage to Yeungkong, the missionaries have a strong Chinese Christian Board of Relief, composed of successful business men and men of affairs, presided over by the missionaries. They are vigorously and successfully planning to establish the first and only bank in Yeungkong to help succor the city and have a better and more prosperous people in the years to come with Christian men doing all they can to help.

The bank is to have an office in Canton, and is to be called the Yeungkong-Canton Great Light Bank. And plans to begin operations simultaneously at both places on November 15.

Above are some of the leading members of the cast and management of "The Daughter of Madame Angot," to be given by the French A. D. C.

Thursday night will see the opening of the French Amateur Dramatic Club's great production—Leocoe's operetta, "La Fille de Madame Angot." That production will perhaps be the premier event of the amateur season, and besides it will be for Allied war funds.

A cast, including many of the best of Shanghai's singers and actors, has been rehearsing long and hard for the production and those in charge of it say they are satisfied with its progress.

Bookings for the first performance, which will be at the Lyceum Theater, have opened at Montreux's and they, too, are going satisfactorily. A handsome addition to Shanghai's contribution to subduing Hindenburg, et al., is sure to be realized.

"La Fille de Madame Angot," (the

daughter of Madame Angot) is a charming operetta dealing with an historic story. It is set in France in the time of the Directory, following the Revolution. Its heroine is the daughter of the famous Madame Angot, adopted as the "child of the market." The story, though set around her and her unwilling betrothal to Pomponnet, the barber, gives the interesting political atmosphere of the time, which adds to the dramatic interest of the plot itself.

The cast for the operetta follows: Mlle. Lange Mrs. Le Bris
Mlle. Lange Mrs. Le Bris
Mlle. Lange Mrs. Le Bris
Mlle. Lange Mrs. Le Bris
Mlle. Lange Mrs. Le Bris
Mlle. Lange Mrs. Le Bris
Mlle. Lange Mrs. Le Bris
Mlle. Lange Mrs. Le Bris
Mlle. Lange Mrs. Le Bris
Mlle. Lange Mrs. Le Bris

Javotte Mrs. Marthoud.
Hersile Mme. Blum.
Tronitz Mr. Barberot.
Babet Mr. Blum.
Officer of hussars Mr. Meyer.
Cadet, Market man Mr. Blom.
Buteux, Market man Mr. Brodbeck.
In addition to the above, such artists as Mrs. Isenman, Mrs. Burkill, Miss Shepherd, Mrs. Baker, Madame Fredet, Mr. Marthoud, Mr. Blom, Mr. Whitmore and Mr. Knight will take part.

The orchestra will be under the conductorship of Mr. Alberti, while the scenery has been designed by Mr. Lemiere. It is announced that there will be no sales of any kind during the performance; programs will be given free.

ONE-POWER CONTROL OF PALESTINE ADVOCATED

But That Power Must Be Chosen
By A League Of
Nations

(Reuter's Agency War Service)

London, May 16.—Speaking at an official dinner to the Governorate of Jerusalem, Dr. Weizmann, explaining the aims of the Zionist Commission, said that Jewry was returning to Palestine to again create a great moral and intellectual center. The Zionists desired to create conditions under which the development of the Jewish people would not be to the detriment of any of the great communities already established in Palestine. All the fears expressed openly or secretly by the Arabs that they would be ousted from their present position were unfounded. The Jews did not intend to take the supreme political power in Palestine into their hands after the war. Jews and Arabs alike had carefully watched the fate of Albania and Russia. Modern self-government needed long and hard apprenticeship under trained and trustworthy teachers.

The Zionists desired the supreme political authority in Palestine to be vested in one of the civilized democratic Powers to be selected by the League of Nations. This Power should hold Palestine in trust until self-government was practicable. Jewry would choose that Power and would announce its opinion on it after the war. The Zionists did not believe that the internationalization of Palestine or any form of multiple political control could be tolerated.

The Armenian massacres in the Caucasus and the recent Jewish massacres in Turkestan showed that Arab, Jew and Armenian must stand united in order to resist the forces of oppression and prosecution which were threatening to overwhelm the civilized world.

NEW BRITISH DECORATION

(Reuter's Agency War Service)

London, May 16.—In the House of Commons today, replying to Sir Hamar Greenwood, Mr. Walter Long, Secretary of State for the Colonies, explained that the Colonial Office was not consulted in the question of the creation of the Order of the British Empire, which arose out of considerations not connected with the Dominions or the Colonies, but when it was decided to make use of this Order for recognition of notable civilian war service in Great Britain he claimed that service of no less merit was being rendered in the Dominions and the Premier allowed him to communicate with the latter and to leave it to the discretion of the various premiers of the Dominions to make such recommendations for these honors as they thought fit, or none at all.

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THE CHEAPEST MEANS OF PACKAGE TRANSPORTATION TO THE PACIFIC COAST.

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curled among the passengers of the T.K.K. Tenyo Maru, seven deaths on the Anyo Maru, and ten deaths on the Siberia Maru on their outward voyages.

Allied residents in the Far East generally will be pleased to hear that there is an immediate chance of transportation facilities across the Pacific being augmented, by the opening by a Dutch Steamship Co. of a branch at San Francisco, with half a dozen steamers of from 6,000 to 10,000 tons. This new company is the Van Ommeren Corporation, and they propose to devote a large sum to purchasing offices, wharves, &c., at Oakland, on the bay opposite San Francisco, and commence operating their new line as soon as possible. Competition is the soul of business, especially in shipping, both for passenger traffic and freight, of both of which there is no lack across the Pacific.

A large number of members of the Norwegian community gathered at the Carlton Friday evening for the annual meeting in celebration of their national holiday. Dinner was followed by a program of toasts and speeches.

Dzung Ng-sung, a shopkeeper, was fined \$20 in the Mixed Court yesterday for inciting others to strike. Warrants were ordered to issue for four men accused of publication of notices.

Several additional applications for positions as special constables were received by Capt.-Supt. K. J. McEuen of the Police Department yesterday and to date a total of 170 men have expressed a desire to act as special officers. Included in the 170 are 34 Chinese, among them several business men. Applications will continue to come in this week and then the weeding out process will begin. Already a class of 60 has been formed and the men are attending three lectures weekly at the Gordon Road Police Training Depot.

An eight-year-old girl struck by an automobile on Thibet Road, south of Cemetery Road May 13, died yesterday at the Shantung Road hospital. The chauffeur has been arrested.

One Wong Dong-sah, formerly an accountant in the Tung Fung Young gold shop at 42 Peking Road, was brought up in the Mixed Court yesterday to face charges of embezzling sums of money aggregating \$12,700. The case was continued for one week.

Three Chinese were turned over to the Arsenal authorities by the Mixed Court yesterday for armed robbery and unlawful possession of firearms.

News of the death is action of Captain C. H. Oxlade, of the Royal Navy, has just been received here. Captain Oxlade was formerly chief officer of the Canadian Pacific liner *Empress of Japan* and was well known throughout the Far East.

Among passengers departing today is Baron Fujimura who sails on the N. Y. K. steamer *Suwa Maru* for Tokyo to attend a meeting at the head offices of Mitsui and Co.

Makes Them Bright and New Again



Furniture of all kinds, as well as floors and interior woodwork, can be given a handsome finish—usually in one operation—with Patton's Oriental Varnish Stain. No wonder wise housewives feel that they simply couldn't "keep house" without a can of

Patton's Oriental Varnish Stain

You'll find a dozen uses for it without half looking. Shabby chairs, badly scratched chiffoniers, marred tables—may easily be made new-looking again!

Patton's Varnish Stain is a perfect combination of varnish and stain. It dries over night and can be used over old varnish or over paint by preparing the surface with a can of the ground coat.

We carry it in all sizes from 1/4 pints to gallons.

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PAINT CONTRACTING DEPT.



TOMORROW BEGINS



YOUR OPPORTUNITY

The American Red Cross Drive Starts To-morrow and will continue throughout the Week. It will Give Every Man, Woman and Child in China an Opportunity —

TO HELP the American soldiers and sailors who are fighting our battles for us many thousand miles from home.

TO HELP England, whose magnificent strength and determination are the most vital factors in this terrific struggle to-day.

TO HELP Italy, whose recent retreat has left thousands of wounded men without adequate care and has driven hundreds of thousands of refugees from their homes.

TO HELP France, on whose territory this war has been fought for more than three years and to whom we owe so much.

2,000,000 BANDAGE STAMPS WILL BE PLACED ON SALE. EACH STAMP PURCHASED REPRESENTS THE COST OF ONE BANDAGE, 25 cts.—**BUY THEM**



**He also fights—who
helps a fighter fight**



The Bund

Union Building

Burr . . .

WHITEAWAY, LAIDLAW & CO., LTD., SHANGHAI

SPECIAL SHOW OF CROCKERY & CUTLERY—FIRST FLOOR

"As Clear as Crystal" THE GRECIAN SUITE

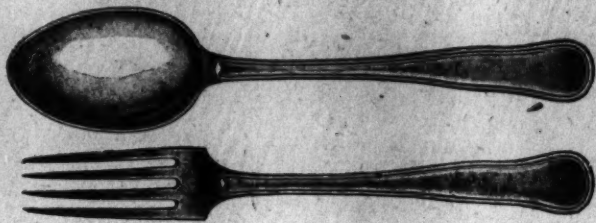


The "GRECIAN" Suite

Good quality clear crystal glass, etched key pattern as illustration. This is the most popular design on the market.

Port Glasses	\$4.00 per doz.
Sherry ..	4.00 "
Claret ..	4.50 "
Champagne Glasses	5.50 "
Finger Bowls	10.50 "
Liqueur Glasses	3.50 "
Custard ..	6.50 "
Tumblers, 1/2 Pint	4.50 "
" 1 ..	8.50 "
Decanters 2 Pint	3.50 each
" 1 ..	2.50 "

"THREE DESIGNS FROM SHEFFIELD"



The "Danish Thread"

A similar style to the old English but heavier and more thickly plated. This is a first-class quality and is highly recommended.

Ten Spoons	\$8.00
Table Spoons ..	\$17.50
Dessert Spoons ..	13.50
Table Forks ..	17.50
Dessert Forks ..	13.50

"Old English"

These are really splendid quality E. P. goods, and will give every satisfaction wherever used. Solid and substantial throughout, they combine excellent materials with first-class craftsmanship.

Coffee Spoons ..	\$5.00
Ten Spoons ..	5.50
Dessert Spoons ..	9.50
Dessert Forks ..	\$8.50
Table Spoons ..	13.50
Table Forks ..	13.50



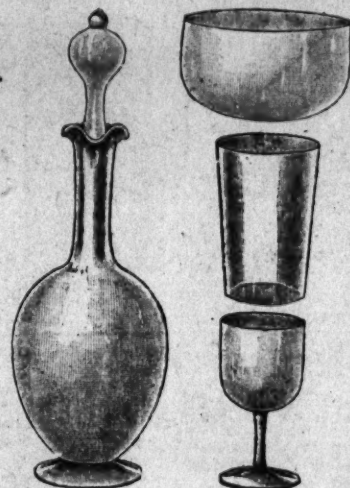
The "Fiddle" Design

Will wear white throughout. For everyday use, hotels, boarding houses, etc. This is a really good line at a low price.

Coffee Spoons ..	\$3.00
Ten Spoons ..	3.00
Dessert Spoons ..	6.50
Dessert Forks ..	\$6.50
Table Spoons ..	7.50
Table Forks ..	7.50



"Rings Like a Bell" THE INVINCIBLE SUITE



The "INVINCIBLE" Suite

It is manufactured of clear crystal glass and every piece is of uniform quality and shape.

Port Glasses	\$3.00 per doz.
Sherry Glasses	3.00 "
Claret Glasses	3.75 "
Champagne Glasses	4.75 "
Custard Glasses	6.50 "
Liqueur Glasses	2.75 "
Finger Bowls	8.50 "
Tumblers, 1/2 Pint	2.50 "
" 1 ..	4.50 "
" 2 ..	8.50 "
Decanters 1 ..	1.50 each
" 2 ..	2.50 "

A CHARMING MORNING TEA SET



Morning Tea Sets

Best English stoneware, strong and serviceable, set consists of 1 pint teapot, 1 cream jug and basin. Colour all dark Green or Maroon.

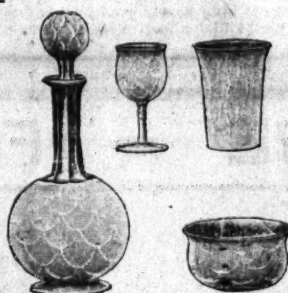
Price \$3.00 complete

"A PERFECT SPECIMEN OF THE GLASS BLOWER'S ART"

THE "FIRCON" GLASSWARE

The finest quality English hand-made crystal glass. A suite of this glass makes a dining table specially attractive and reflects credit on any hostess.

Tumble 1/2 pt.	\$6.00 doz.
" 1 pt.	7.50 "
" 1 pt.	12.50 "
Por. glass ..	6.50 "
Sherry glasses ..	6.50 "
Hock glasses ..	10.50 "
Claret glasses ..	8.00 "
Champagne glasses ..	9.50 "
Finger Bowls	\$12.50 doz.
Decanters 1 pt.	6.50 each
Liquor Decanter ..	5.50 "
Claret Jug ..	11.50 "
Water Jug 1 pt.	2.00 "
Water Jug 1 1/2 pt.	2.50 "
Water Jug 2 pts.	3.00 "
Jam Dishes	2.20 "



A REAL FOLEY TEA SET

The "ART" Tea Set

Real 'Foley' China shape, as illustration, design of light Green and Heliotrope on White ground, Green edges.

Price per set of 40 pieces **\$25.50**



HERE ARE TWO TYPICAL WHITEAWAY CROCKERY VALUES



Special White Ware

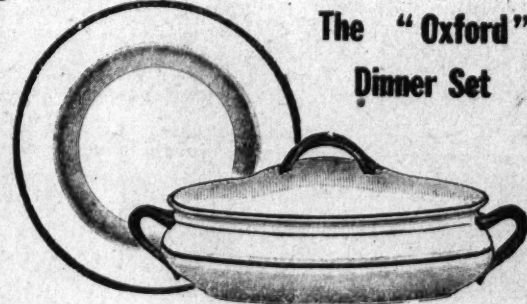
The "Bungalow" Dinner and Tea Ware

Special Purchase, of plain White Dinner and Tea Ware. (Similar to illustration). A good quality highly glazed semi-porcelain suitable for houseboats, clubs, etc.

30 piece Dinner Set for 6 persons	\$11.50
58 " " " 12 " "	23.00
21 " Tea Set " 6 " "	4.75

An American pattern Dinnerware of White Stoneware with dull Gold bands, handles and rims outlined with a Black hair line. The Gold is hardwearing.

Set for 6 persons, 30 pieces	Set for 12 persons, 58 pieces
Price \$35.00 set	Price \$72.50 set



The "Oxford" Dinner Set

Dainty, Attractive and Serviceable Tea Ware

"Langley" Queen Ware

Decorated centre on Buff or Green ground. Artistic and Durable. Leadless Glaze.



Teapots, Queen shape.	Hot Water Jugs
1/2 pt. \$1.35 each	With metal cover.
1 " 1.50 "	1/2 pt. \$2.00 each
1 1/2 " 1.75 "	2 " 2.75 "
2 " 2.00 "	



Sugar and Creams	Coffee Jars (Tankard)
To match Teapot.	1 pt. \$1.25 each
Cream and 1/2 pint.	1 1/2 " 1.50 "
\$0.85 & 1.50 pair	2 " 1.75 "

THE HALLMARK OF CROCKERY—"ROYAL" BLUE BAND



"Tuscan China"

The "ROYAL" Blue Band Teaware

Breakfast Plates 7 ins.	\$11.50 dozen
" 8 ..	12.50 "
Eg. Cups ..	3.50 "
Tea Plates 4 inches ..	5.75 "
" 5 ..	6.50 "
" 6 ..	9.50 "
Slop Bowls ..	1.25 each
Sugar Basin ..	1.25 "

A fine grade of porcelain ware with a highly finished leadless glaze. Royal Blue band between two gold lines.

Prices of Sets

Tea set 21 pieces, for 6 persons.	Price \$11.50
Tea set 40 pieces, for 12 persons.	Price \$21.00

Prices of Separate Pieces

Tea Cups and Saucers	\$9.50 dozen
Coffee do	9.50 "
Milk Jug	1.90 each
Cream Jug	1.25 "
Muffin Dish	3.50 "
Bread and Butter Plates ..	1.25 "
Covered Sugar Basin	3.50 "
Butter Dish	3.50 "
Teapot	3.50 "

Two Pretty Tea Sets



Tea Services

Best quality English semi-porcelain, shape as illustration, various neat designs. 21 pieces

Price \$10.50 set

The "Brighton" Tea Set

Best quality "Atlas" China, decoration of Pink and Yellow Roses with gilt edges. 21 & 40 piece sets

Price \$15.00 and 24.00



Hobbs' Tea Infusers

Antiseptic, recommends itself for its cleanliness, purity and economy in use. Made of Pure White earthenware.

Price \$1.00 each



Full stocks of Enamel Ware—Crockery—Tin Ware—Cutlery—Tea and Dinner Services—Now on Show

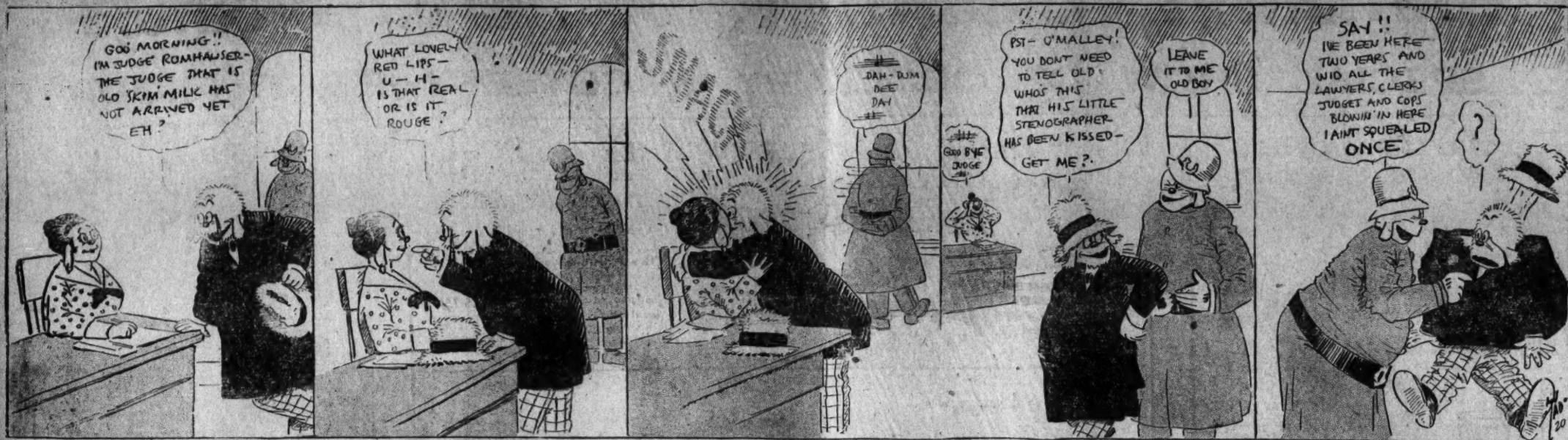
FOR CROCKERY
CONSULT US

WHITEAWAY, LAIDLAW & CO., LTD., SHANGHAI

FOR KITCHEN WARE
SEE OUR STOCKS

IN JUDGE RUMMY'S COURT

By TAD

BOLO LOST NERVE
IN FACE OF DEATH

Traitor Expected A Reprieve
Until Told To Prepare For
The Firing Squad

LOOKED FOR KAISER'S HELP

Condemned Men Was Held Up
By A Guard At Vincennes—
Left Odd Token

Paris, April 17.—Bolo Pasha was shot this morning at a spot reserved for the execution of traitors to France in the forest of Vincennes, just outside Paris. Day after day since Sunday week, when he first announced after the hour of execution had been fixed that he wished to make a statement, Bolo had staved off the fatal moment by making further revelations. Each day at the end of his statement the examining Magistrate had asked:

"Is that all?"

Each day Bolo, sick in heart and brain, had forced himself to say:

"No, no, it is not all—tomorrow I will tell you something else."

Bolo hoped his life would be spared,

although it was universally felt that in spite of the light which he at the last moment threw on the cases against ex-Premier Caillaux and Senator Humbert, his doom was fixed.

"I shall not be shot," he told his guards confidently even yesterday. "At the last moment something unexpected will happen."

The condemned man gave his guards the impression that he expected a certain Spanish bank to intervene with proof that he had 6,000,000 francs deposited there and that the German Emperor would arrange for his fact to be proved in order to save his life. All these fantastic hopes vanished at 5 this morning, when Bolo was awakened by the Governor of the prison entering his cell.

"Have courage, Bolo," said the Governor. "You must prepare yourself."

Bolo stammered: "What? What?" Then, when he realised the awful truth, he fell helplessly back upon his bed. By a supreme effort he pulled himself together and put on a new suit of clothes which his brother, Mgr. Bolo, the famous preacher, had brought him Sunday week to wear at the execution. Automatically he adjusted his white tie, smoothed out the folds of his coat, put on a soft felt hat and white gloves, and quietly declared himself ready.

Bolo was placed in an automobile which passed along the Boulevard Arago, contiguous to the prison where the guillotine is so often operated,

and was driven rapidly out to Vincennes. At the entrance of the ancient castle Bolo was taken from the car and handed over by the prison governor to the military authorities. He was obviously all in and would have fallen had he not been held up by a guard. His face was the color of chalk. When he was called on to sign the register he was able to take off his glove but the signature, sprawling all across the page, gave evidence of his frantic state of mind.

The condemned man was then led back to the car which, surrounded by an escort of cavalry at a sharp trot, was driven rapidly off to the execution post in the forest nearly a mile from the fort. Scores of sentries who lined the route at intervals fell in behind as the car passed and ran with it the rest of the distance. The noise of their feet on the hard road in the early morning light made an extraordinary impression on the mind as the car sped forward.

Before The Firing Squad

Bolo reached the fatal post one minute before 6 o'clock. The firing party already was drawn up. It was composed of three Sergeants, three Corporals, and six private soldiers, all armed with rifles and under command of a Lieutenant with drawn sword. Bolo was taken out of the car and led to the post, where the sentence of the court-martial was slowly read to him. He listened like a man already

dead, and seemed not to hear a word of the grim phraseology.

Soldiers attached his inert body to the post with straps, and he was asked if he wished to have his eyes bandaged. Bolo made another desperate effort to pull himself together, and succeeded in nodding his head in the affirmative. As a soldier was tying a blue handkerchief over his eyes, Bolo said in a voice from which all tone had gone:

"Don't tie it so tightly."

A moment later the Lieutenant in command of the firing party lowered his sword, and twelve rifles spoke as one. Bolo died instantly. Most of the bullets appeared to have struck the right side of the head, which sagged inertly over the shoulder as the body hung suspended by straps under the arms. As required by law the Lieutenant stepped forward and fired a revolver bullet into the ear of the traitor.

The firing party passed in Indian file before the body, which was then unstrapped and placed upon the floor of a military wagon. Surrounded by the escort of trotting cavalry with jingling spurs and rattling swords the vehicle lumbered off rapidly into the woods, bearing the body of Bolo.

Body Given To Family

Paris, April 17.—After being told that the hour for his execution had arrived Bolo Pasha gave instructions

to the prison chaplain to take from his body a silk lace handkerchief which he placed on his chest and give it to his brother, Mgr. Bolo.

Before setting forth from the prison Bolo asked to be permitted to partake of communion.

After the execution the form of an interment at Vincennes was gone

through, and then the body was turned over to Bolo's family.

The chaplain after the execution found lying over Bolo's heart two embroidered handkerchiefs which had been pierced by bullets. One was given to Bolo's brother and the other to his widow.

"influence of ministers," which at one time counted for much.

In these circumstances, certain Spanish parents are beginning to be

filled with serious misgivings. The fact of the matter is, however, that Spain is only going through what several other countries have gone

and are still going through, as they work toward a realization of the fact that all useful labor is honorable labor, and that it is as impossible as it is absurd to make any

distinctions in the matter of dignity.

Senor Luis Araujo-Costa summed up the situation accurately enough when he said that, in other countries,

where industry and commerce were more developed than in Spain, young men were admitted to occupations thrown open by the great industrial houses to those who were qualified "by intelligence, honesty, and industry," and that in Spain this door was almost closed.

As Spain develops commercially and industrially, however, a great change, it is tolerably safe to predict, will come over popular thought on the question of labor, and many barriers will be broken down and swept away which, at the present time, interpose themselves between the son of the grandee and a useful and honorable calling.—Christian Science Monitor.

One Of Spain's Problems

One of the curious consequences of the social revolution which is going on steadily, albeit still very much below the surface, in Spain, is the increasing difficulty experienced by the upper classes in deciding on a profession for their sons.

In the old days there was never any doubt about the matter. These sons were all destined to "serve the State" directly in some capacity. The most favored capacity was, of course, the army, until the number of officers in the Spanish Army, in proportion to the number of men, became almost a by-word. But if it was not the army, then it was the civil service, and if neither of these two was possible, then it could only be one or the other of the liberal profes-

sions, the most popular being that of the lawyer.

The practice is still being continued, but difficulties in the way of achievement steadily accumulate, as first one department of State and then another is "modernised." Thus, as was pointed out in a recent article on the subject at the Segovia Military Academy a short time ago, no fewer than 859 boys presented themselves for the examination for twenty-five places, while at the school of infantry there were more than 2,000 competitors for 300 places. The universities are turning out a constant stream of lawyers, far more, in fact, than can ever get cases, while the competitive examinations for the civil service have done away with the

APOLLO THEATRE FUN WEEK STARTS TO-MORROW



WEBER
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AND
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"The Yiddisher Boys"
"The Yiddisher Boys"



MAX LINDER

"The Perfect Lover"

MAX
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LINDER
LINDER

The Idol
The Idol
Of Paris
Of Paris



"THE WORST OF FRIENDS"
"THE WORST OF FRIENDS"

A tale of Trouble Told in Three Happy Go-Lucky Parts.
Oh, you will Laugh when you see these Boys. Its scream all the way.

PATHE'S BRITISH GAZETTE
PATHE'S BRITISH GAZETTE

Spitzbergen in the Arctic.
Seitzbergen in the Arctic.

TO-NIGHT

Great Pathe Gold Rooster Play
"A WOMAN'S FIGHT"
"A WOMAN'S FIGHT"

Featuring:
Geraldine O'Brien - Thurlow Bergen
Geraldine O'Brien - Thurlow Bergen



"DOCTOR AGAINST HIS WILL"
"DOCTOR AGAINST HIS WILL"

One of the Best Comedies Max has ever Performed in.
Full of that Subtle Humour that only Max Linder can show you.

PATHE'S AMERICAN GAZETTE
PATHE'S AMERICAN GAZETTE

An excursion in the Gorge of Chiffa.
An excursion in the Gorge of Chiffa.

TO-NIGHT

ANNALS OF THE WAR
PATHE'S AMERICAN GAZETTE
One of our Good Fun Films
"THE RIVALS"

MATINEE: TO-DAY, 3 P.M. GLADYS HULETTE IN "THE LAST OF THE CARNABYS"

University Of California Has 3,000 Men In U.S. Service

By Hamilton M. Wright

The University of California has been in the fortunate position of having been able to give to the service of the Government a very large number of men who have had prior military instruction. As one of the land-grant colleges, the university, upon its foundation, in 1868, just fifty years ago, agreed to the stipulation of the Government that military training should be a part of its curriculum. Since that time each student has received two years of military drill under army officers assigned by the War Department. The University of California has, since April, 1917, sent out more than 3,000 men, including students, alumni, former students, and some of its ablest instructors, to serve in the naval and military forces of the nation. Before war was declared two ambulance units had been sent out to France, and since last April more than 500 men have been recommended for this purpose. Most of them have been placed. The undergraduate men remaining at Berkeley are organized as a unit of the Reserve Officers' Training Corps. There are 1,318 university cadets. The corps includes all freshmen and those juniors and sophomores, and those juniors and seniors who have shown conspicuous military aptitude. The second, third, and fourth year men in the medical colleges are enlisted in the Medical Enlisted Reserve, with orders to continue their studies. The Engineering Reserve Corps includes the engineering students who are in the upper third of their classes in scholarship. The enrollment of the university this year is 5,326, as compared with 5,042 one year ago. Of these 705 are graduate students, as compared with 903 a year earlier. Of the 558 seniors, only 48 percent are men, (the University of California is a co-educational institution), as against 64 percent one year ago. Of the 1,549 freshmen, 41 percent, or 741, are men, as compared with 54 percent, or 854 men, last year. In August the School of Jurisprudence had but 51 percent of its registration; by December the percentage was 43. More than one half of these men won commissions. Altogether, every branch and department of the university have eagerly responded to the call to service in the common cause. More university men are going every day, and those that remain are fitting themselves better to serve the nation.

Sixty members of the Faculty have on uniforms at the present time. More than 250 men from the university won commissions at the officers' training camps at Presidio. Conspicuous in the service is the University of California Medical School.

Most of its alumni are serving or waiting call. The medical school has sent into the service Hospital Unit No. 30, under Major E. S. Kilgore, with twenty-three members of the Faculty of the Medical School among its officers. Dr. William Palmer Lucas, Professor of Pediatrics in the University of California Medical School, is in France, in charge of the Children's Bureau of the Red Cross for France and for Serbia.

Notable among the achievements in medicine in the last year is the discovery by Dr. T. Brailsford Robertson, Professor of Biochemistry and Pharmacology, of the growth-influencing substance "Tethelin," which he has isolated from the Anterior Lobe of the Pituitary Body. Experimentation in army hospitals in Europe and in civil hospitals in America already shows that the power of this substance to promote the growth of tissue will prove of great value in the work of treating wounds. Dr. Robertson upon Sept. 7 last donated his discovery to the university.

Many departments, particularly the Department of Chemistry, have engaged extensively in research on behalf of the National Government, to meet war need. All of the engineering colleges have been active in this sort of work and have freely lent their equipment and the service of their experts. Many members of the Faculty occupy important positions on scientific committees of the State and national defense. A great number of the research problems being dealt with by the Departments of the University at the request of the War Department are of a confidential nature and the results have not been entirely reached. Of interest will be the investigations of Professors H. M. Hall and T. H. Goodspeed of the Department of Botany, who have been investigating certain native plants of California, which can be used as a source of rubber in case of necessity. Professor W. V. Cress of the Department of Agriculture has investigated the commercial production of sugar from grapes in case of need. The sweet grapes used will produce 350 pounds of sugar or forty gallons of syrup to the ton of grapes.

As a feature of its effective mobilization, a number of wartime schools have been established by the university, as the University of California School of Military Aeronautics, where 500 men are taking courses preliminary to instruction in actual flight, and the School of Navigation, conducted in connection with the United States Shipping Board to provide some of the 10,000 men who will be needed to officer the

American Troops Prepared For A Gas Attack



These American troops in the trenches in the Lorraine sector are wearing gas masks in anticipation of a Teuton attack.

nation's merchant marine. Twenty-two men graduated from the first marine course at the university and forty-five are now enrolled. Moreover, new merchant marine extension courses are now being opened in San Francisco, Los Angeles, San Pedro, and San Diego. There are the Ordnance Department of the army, which is now opening its second course with forty-five men, the Institute for Home Service, held in conjunction with the Red Cross; the training of nurses at the Berkeley Hospital, a work which will be greatly amplified by the opening of the new 250-bed university hospital in San Francisco, built at a cost of \$650,000 from funds provided by friends of the university. Many graduates of the nurses' hospital are now in France. An innovation will be the opening, at the coming Winter term, of a six months' course in naval engineering with the purpose of training men to qualify as ensigns in the navy. In contemplation, also, are courses in naval architecture and military engineering.

Students who are undecided as to which branch of the service they will enlist in may obtain helpful information at the University of California Military Intelligence Office. It is a clearing house for wartime activity. It was organized on Feb. 23, 1917, under the management of Professor

Leon J. Richardson, Associate Professor of Latin. Professor Richardson at once sent out postals and classified all the students and alumni under the card system. His time is spent in assisting young men, and not a few older ones, who are trying to qualify for various branches of the service. There is a demand for fighting men of specialized experience and for trained experts in the war industries.

More than 500 highly skilled men have been placed by the Military Intelligence Office. Some of them are men whose expert training has been peculiarly developed as a result of Western conditions. Take, for example, the men required for the selection and treatment of spruce, the wood almost exclusively used in the manufacture of airplanes. For this work there is probably no body of men in the world equal to those to be found in the spruce belts of the Pacific Coast. The University of California Military Intelligence Office has been assembling a body of excellent men who are capable of going into the spruce belts and picking out suitable airplane timber. These men can follow the wood through the dry kilns and can superintend the processes of treating and testing until

there is produced wood of maximum strength, lightness, and resilience.

Another example of the demand for specialized men whose Western training has been of advantage is found in the case of men required to deal with the drainage of trenches. This is a problem in irrigation, and practical irrigation men are invaluable for this work. Among graduates of the university, and of the University Agricultural College, are numbers of men who have had charge of large irrigation works. The University of California Military Intelligence Office is, however, more than a clearing house, acting between applicants and the service. A careful study is made to ascertain not only a man's qualifications, but his deficiencies, for certain lines of work. A man's moral, intellectual, and physical character is carefully tested. For this reason the Military Intelligence Office has been able to supply men of widely varied talents and training to the service.

One of the most popular branches of the service among the university men is that devoted to the air. At any given time there are, as already set forth, 500 men in the School of Military Aeronautics. This is one of the largest War Department Training Camps for student aviators in the

United States. Sixty men are taken in the University of California School each week. Major George B. Hunter is Commandant of the Aero School. The University of California has developed a great number of bird-men and candidates for the aviation service abroad who are now perfecting their flight technique. Three of them, Edward Walsh, Theodore Lyman, Douglas MacMonigle, have already lost their lives while flying in the service. Lieutenant MacMonigle, the last to have given his life, was killed in action on Sept. 24, 1917, near Verdun, while fighting with the French as a member of the Lafayette Escadrille.

From the beginning, university men have seen service with the allied armies. Excellent work has been done by the university in speeding up agriculture throughout California and in encouraging conservation of food resources. Ralph P. Merritt, Controller of the university, is United States Food Administrator for California under Mr. Hoover, the Controller's office being organized to permit this service. No outline of the war work of the university can, however, convey a comprehension of the tireless, earnest spirit behind that work. The mobilization of the university, as President Benjamin Ide Wheeler well said, has really just begun. As rapidly as men of specific training are in demand for specific purposes necessary departments will be created. The university is on a war footing, and it can truly be said that all of its energies are directed to winning the war. Between April 6, and October 31, the university expended \$161,000 to carry forward its war work.

Believe We Can Force Peace Even This Year

British Think It Possible If We Can Rush Enough Men Across The Water

Chicago, April 18.—That the British people believe the might of the United States may force the Kaiser, with his armies depleted, to seek terms of peace in 1918, is the opinion expressed by Edward Price Bell, London correspondent of The Chicago Daily News, in a cablegram to his paper printed this afternoon. He says:

"Peace this year is no longer regarded as inconceivable, provided means can be found to hurry large numbers of American troops to France."

"Germany is believed to be fighting with absolute desperation. She has won all her recent victories by pouring in fresh divisions. She is wasting such divisions at a rate that foreshadows exhaustion, with the consequent opportunity for an overwhelming offensive by the Allies."

REICHSTAG FACES NEW PARTY STRIFE

Annexationists Attempting To Gain Control Through A Reshaped Majority Group

The Hague, April 17.—The German papers agree that the Reichstag is confronted with a most difficult task. The Frankfurter Zeitung says that there are influences at work to undermine the Reichstag majority and that at the present sitting it must be decided whether the majority, which has resisted many crises since November, can remain united.

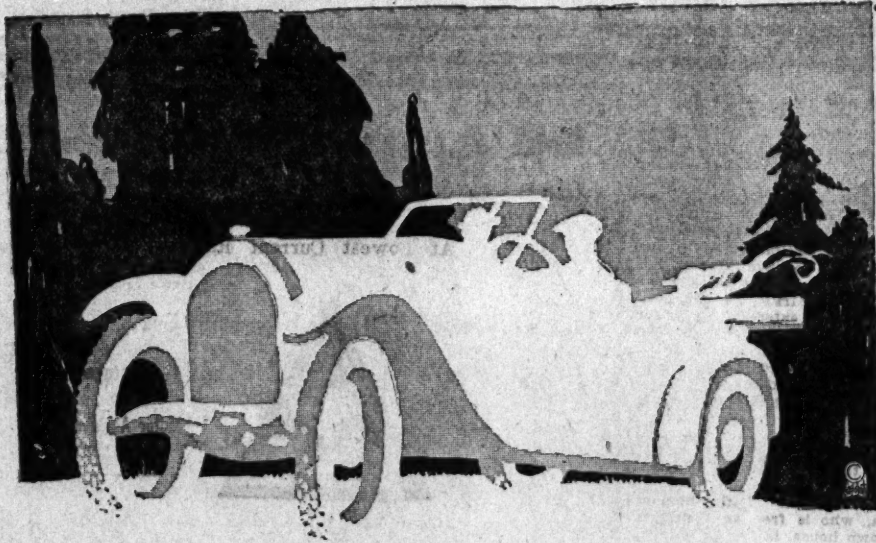
"The opposition has left no stone unturned," the paper says, "to undermine it and form a new coalition toward the right."

The Weser Zeitung says the burning subject of war aims cannot be avoided, as "more than ever at this season when the military position will be decided on the western front it is the duty to form a united political front which is necessary for a strong German peace."

The paper speaks of a new block, and says that this is important before the question of reforms is settled. It mentions serious differences in the majority party, and says it is probable that a new bourgeois majority block will be formed which will guarantee a strong German peace. The paper says that in some circles of Wilhelmstrasse no secret is made of the fact that the change in war aims has only made the Government more decisive about carrying through the ballot reform bill. It is also realized that a Government crisis at this juncture will be unavoidable if the Conservatives and Annexationist National Liberals who want plural voting are opposed, and that in this case Vice-Chancellor von Payer and Dr. Friedberg would be obliged to resign.

"This situation," says the Zeitung, "is supposed to have been thoroughly discussed at headquarters when it was decided that even the dissolution of the Prussian Diet might be necessary. The paper hopes that this will not be needed, but argues that the many political and constitutional problems with which the Reichstag is now confronted make the people fear that political strife will begin just when the western offensive is so critical."

It is becoming evident that the Conservatives and other annexationists are desirous of forming a new bloc as soon as possible, and before the present majority, which has been decidedly weakened since the offensive began, has time to settle any more questions for the Reichstag.



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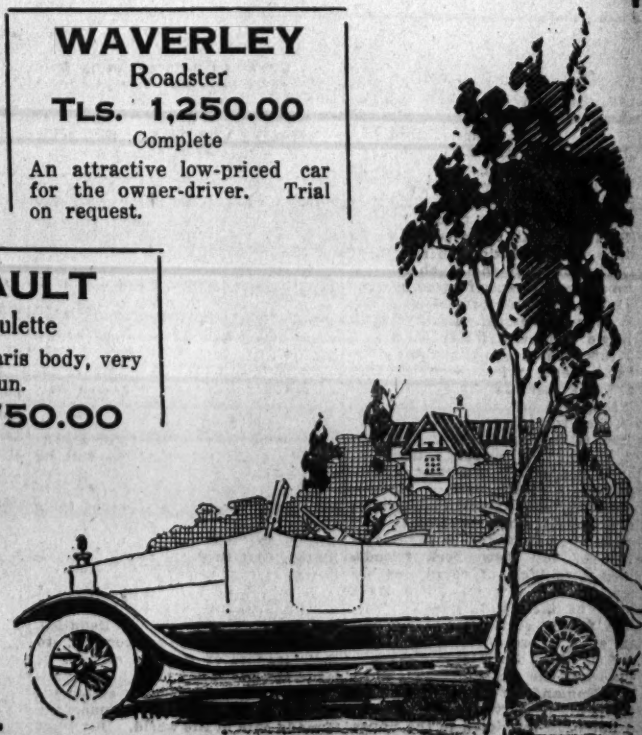
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Today's Church Services

Holy Trinity Cathedral.—May 19, 7 o'clock. Preacher: The Right Rev. Whit Sunday. 7 and 8 a.m., Holy Communion. 10 a.m., Morning Prayer (plain). 11 a.m., Sung Eucharist. Harwood in A flat. Anthem, "God is a spirit" (Bennett). Hymns 156, 154, 398. Preacher, The Dean. 3 p.m., Children's Service. 6 p.m., Evensong. Stanford in B flat. Anthem, "God came from Teman" (Stegall). Hymns 157, 207, 155. Preacher, The Rev. C. J. F. Symons, M.A.

St. Andrew's Church, Broadway.—May 19, Whit Sunday. 7 a.m., Holy Communion. 10.30 a.m., Morning Prayer. Preacher, Rev. C. J. F. Symons, M.A. 6 p.m., Evensong. Preacher, The Lay Reader.

Union Church.—Whit Sunday, May 19, 11 a.m., Preacher, Rev. C. E. Darwent, M.A. Subject, Whit Sunday. Chant 11; Anthem, "How lovely are Thy dwellings" (Brahms). Hymns 215, 208, 220. 6 p.m., Preacher, Rev. C. E. Darwent, M.A. Sermon for the American Red Cross. Chants 37 and 4. Hymns 201, 203.

St. John's Pro-Cathedral, Jessfield.—Evening Prayer in English at six o'clock.

Shanghai Free Christian Church.—The services in the above will be conducted as follows:—11 a.m. by Rev. Samuel M. Zwemer, D.D., Editor of The Moslem World; 6 p.m. by F. W. Baller.

Sunday Service League.—Special Red Cross Service at 5 p.m., Martyn's Memorial Hall, 120 Saichuen Road; Hon. J. K. Sague will speak on "The Regeneration of the World through the War." Chairman: Mr. C. T. Wang. Special Music: Vocal Solo by Mr. F. L. Tinkham; Chorus by the Sunday Service League Choir.

Christian Science Society of Shanghai.—Masonic Hall, The Bund. Sunday Service 11 a.m. Subject: "Mortals and Immortals." Sunday School 10 a.m., Wednesday Evening 6 p.m., Reading Room No. 21 Nan-king Rd. Room 71, open daily except Sunday 10.30 to 12.30.

American Song Service.—Address by Dr. F. L. Hawke Post, President of the American Red Cross; Palace Hotel, 5 p.m. Consul-General Sammons will preside and there will be special music.

Spirit of '76 Pervades France And England

Both Of These Countries Are Full Of Determination To Achieve Victory And Are Nowhere Near Being Starved—Nor Is France 'Bled White'

Mr. Whitaker, before he went to live in California in 1895, had served three years in the British Army. He is the author of several novels and many articles on Mexico, where he was a war correspondent with Villa's forces in 1914. For months he has been in Europe. He bears letters from General Pershing and Vice-Admiral Sims, recommending him to their subordinates as a correspondent especially worthy of trust.

By Herman Whitaker

In New York some months ago two friends of mine expressed grave anxiety concerning the food situation in England and France; also the spirit of their peoples. They feared that the diabolical censor was sitting on the safety valve, suppressing truth that would presently generate a head of steam and blow our sanguine hopes to atoms. They had heard that England was starving, France bled white; their peoples so "fed up" with the war that they were ready for peace at any old price.

"Let us know the truth when you get over there, old man," one of them pleaded. "Send me only a line. Make it cryptic as you please. I'll understand."

I promised, and here goes—omitting the "cryptic," which my own dealings with the censor have proved unnecessary.

The picture of England, drawn by my friends, showing her starving and about to bend the knee to the conquering Hun behind the censor's veil of silence, I found very far indeed from the reality when I landed there last October. Though prices were high, food was plentiful; people appeared to be observing their usual standard of living. Food regulation had, as yet, hardly begun. Even sugar was still to be bought in quantities. In fact, I had left a stricter economy in practice in San Francisco at the beginning of September than I found in London six weeks later. Not until after Christmas was a pinch really felt, and it was popularly attributed then to the withdrawal of supplies by the Food Controller preparatory to placing the nation on rations. This, no doubt, was partially true, for it is self-evident that there could be no rationing without rationing to ration.

During January the pinch became more severe. Queues formed in front of butchers' and provision shops. Meat was hard to get. In our household we had none for three weeks, but this was principally due to our housekeeper's pride, which would not brook her standing in queues. For it was to be had at the restaurants, hotels, clubs, and was served to me in several private families. Yet we did not suffer without it. Finnan haddie for breakfast, a sole for lunch, a rabbit, hare, or chicken for dinner, with bread, vegetables, and a dessert, can hardly be termed starvation as it existed in the imagination of my New York friends. Prices were high, of course, as before. But so were wages. As a matter of fact, the British workman's family receives more money than ever before; is better able to buy food than the middle classes.

This was the situation, then, when I left England at the end of January. My observation, moreover, had not been restricted to the upper classes. Frequent visits to Whitechapel, Cheapside, Petticoat Lane, as well as good artisan neighborhoods

like Pimlico, proved that London as a whole was getting enough to eat. Since then, the nation has been put on rations—with what results it is still too early to say. But taking into consideration the advantages gained in economy, equitable distribution, and better price control, their ought to be satisfactory. As the shortage of shipping is being remedied by the immense English and American mercantile programs, it is natural to suppose that the worst is past.

Now for France:

Paris exactly duplicated in the first of February the London situation during the last of October. Foodstuffs were plentiful, but dear. Everybody seemed, however, to be living as usual. First warnings of restriction had just been issued, to be put in force at the end of the month. On schedule they went into effect. Milk can be served in the cafes only with the breakfast coffee. Cream cheeses and cream, pastry, and a few trifles of that order are prohibited. Neither butter nor sugar can be served at restaurants. They must be bought by card and taken with you.

Yet, even with these restrictions in force, a good square meal can still be obtained with a half bottle of wine at almost any middle-class restaurant for 90 cents. One restaurant I know of serves soup, salad, fish, an entrée, a vegetable, dessert, and a half bottle of wine, all good, well-cooked food, for 45 cents. By eating like the French, coffee and buttered bread for breakfast, a lunch, and a square meal at night, it is still possible to eat in Paris for a dollar a day. People who do their own cooking can, of course, live much cheaper.

In the small country towns food is far more plentiful and still almost ridiculously cheap. A hotel in Brittany served a full quarter pound of fresh butter with my breakfast rolls. A dinner of seven courses, with a bottle of wine, cost only 60 cents, and I have never tasted better food.

So in France the bog of starvation again proves a chimera. France is eating well—and will till the end of the war. She has Spain, Italy, Switzerland to draw from by rail, and the remainder of the world by shipping. More than twelve hundred ships a week enter her ports. Two thousand five hundred more arrive in British harbors. Contrast their condition with that of Germany, debarred for three years and a half from the eighteen hundred ships that used to enter her ports every week, and it is easy to form a conclusion as to which nation will be starved out first.

If England and France are not to be starved out, then what of their spirit? Are they really so war weary, so "fed up," as my friends hinted, that they are ready to make peace at any price?

It would be foolish to propound such a question—say, to the British Commons, to the French Deputies, newspapers of either country, to their leaders of thought or men of large affairs. They have already accepted President Wilson's statement of war aims—no peace till democracy is made safe in the world. But what of the common people—the dumb millions that, in Russia, recently brought the plans, first of an auto-

Italy's Navy Chief Explains Italian Claims

Trent, Trieste, Istria, And Dalmatia Are Magic Words To Every Italian, He Says, Which Symbolize His Country's Most Sacred Hopes

The analysis printed below of Italy's claim to Trent, Trieste, the eastern shore of the Adriatic, and the islands off Dalmatia was sent in the form of a letter by Admiral Thaon di Revel, Commander-in-Chief of the Italian Navy, to Whitney Warren, New York architect and writer on the war. It may be considered, says its recipient, as directed through him to the American Nation. The letter forms the preface of a pamphlet written recently by Mr. Warren on the Italian claims.

By Admiral Thaon Di Revel
(Commander in Chief of the Italian Navy)

If one should suddenly ask cultivated and generally well informed men in Italy for data on the special problems that closely affect the United States, the defense of its coasts, its national interests, its needs with regard to its frontiers, surely few of them would be able to give a prompt and accurate reply. As for the great mass of the Italian people, they are entirely ignorant of such problems. Therefore, one may take for granted, without hurting anybody's feelings, that in the United States as well the greater part of the people, even the majority of the educated classes, are ignorant concerning the vital problems of the new Italy.

What meaning for an American have the words Trent, Trieste, Istria, Dalmatia, and Adriatic, except as geographical terms? Human knowledge is today so vast that it is impossible to know everything a priori. But when an entire nation leaps to arms, fights and dies breathing those words, when it raises them to the level of a symbol, when it makes them float like a flag and resound like a solemn oath, it is because they have some-thing besides a geographical significance; it is because they mean something else, because they represent thoughts rooted in the history, existence, and spiritual and material aspirations of an entire race; it is because they express sentiments and acts which every Italian should explain to his friends, to his allies, to every man of just mind, that may correctly appreciate his acts, his ambitions, hopes, and indisputable rights of a nation engaged in a gigantic struggle for the same ideal of humanity and justice which has impelled free America to resort to arms.

Trent, Trieste, Istria, Dalmatia, Adriatic—these you have five magic words which, for Italians of no matter what part of the world, justify the faith upon which the life and actions of the new Italy are founded. Here is what an Italian hears in those words:

"Italy, after centuries of servitude, has been able to gather together most of the scattered fragments of her territory, to wrest them by successive bloody wars from foreign usurpers. But Italy is not yet fully united, nor can she ever be, or feel secure at home, as long as her doors remain open, as long as she is unable to lead back to their cradle those of her sons who still groan under the foreign yoke."

"We are one of the oldest nations of the earth. After having lived in the splendid age of Rome, we have endured slavery for centuries. We have learned to suffer, but not to bow beneath the yoke. And today we are fighting to complete our union, to retake what belongs to us. Should we not obtain it, we are doomed to humiliation; but rather than submit we prefer to die."

Trent and Trieste are the doors of our home; they are the front rooms of our house, and both at Trent and Trieste, a stranger has intruded upon us and prevents us from closing these doors. From our very threshold he sends his armed minions to rob us and impose his will upon us. If we do not liberate our land now we shall never liberate it; we shall be forced to humiliation in order to live. But we will not do that; we can not do it. As long as there are Italians to be freed and as long as there are Italians to do the fighting we will fight; we will fight as long as we are not the owners of our property."

That is what Trent and Trieste mean. Was Italy right when she rose up to deliver those two provinces?

If the ports of the United States were in the hands of foreigners, if the country about New York and San Francisco were occupied by the Germans, would Americans have acted any differently from the Italians?

The land frontier of Italy is formed by the Alps; they are a great wall at the rear, and which lies the peaceful and fertile Lombard-Venetian plain. But this frontier does not belong entirely to Italy; upon this plain Austria still keeps places where she imposes her tyranny upon a free people of

cracy, then of a democratic administration, to naught? What have the dumb millions to say?

Let the little "slaves" who lit my first fire in London give answer. She was small, insignificant, almost dwarfish. She snivelled from the chronic cold one's contracts in these isles. Her snub nose and weak, watery eyes were not improved by a periphery of cool dust. Not less a stretch of imagination could she be considered a heroic figure; neither Lloyd George himself, nor President Poincaré, could have answered more to the point.

"Yes, Sir, we are tired of the war. But we can't stop now. It's too terrible a thing to ever 'ave'appen again. We 'ave got to fight it out to a proper finish. That's 'ow we working folks feel."

All over England, to cabmen, bus drivers, shopkeepers, porters; to tinkers, soldiers, sailors, I put the same question, always getting the same answer; they stood in a solid

38,000,000 souls! There must be an end of this state of affairs if the causes for a future war are to be eradicated, if the supreme claims of right and liberty are to be recognized at last.

But Italy's frontiers are not entirely upon the land; they are also in great part upon the sea. What Trent and Trieste are upon the Continent the Adriatic is in relation to the ocean. Italy is a land which draws the breath of life from the sea. Her two lungs are the Tyrrhenian and the Adriatic. If you take one lung from a man he will probably continue to drag along his existence, but he will none the less be consumptive; if you take the Adriatic from Italy she will be isolated and die of consumption.

It suffices to glance at the map to see that, without possession of Dalmatia and the Curzolarias, (the name given by Italians to the islands just south of Dalmatia,) the Adriatic will never be a sea upon which Italy can feel herself safe.

This statement rests upon historical, ethnical, geographic, and military foundations; let me briefly call attention to them:

The Adriatic is for Italy the great route to the Orient, just as the Tyrrhenian is her great route toward the two Americas; it is the road upon which the Venetians concentrated all the efforts which brought to them commerce and wealth. It is also the road by which the Turkish hordes burst upon our coasts to rob us, to fill their harems, and art galleries. Forced, upon the one hand, by the necessity of defending herself, upon the other by the need to live, Venice jealously guarded her geographical frontiers and assured herself of undivided possession of a sea where there is room for only one master, not for two.

When Venice succumbed and the Austrians got possession of the city they wished to win a foothold in the Adriatic and take complete possession of the heritage of St. Mark. Italy had not yet emerged from her long years of servitude, but she was drawing near to the fulfillment of her destiny; the usurped heritage was an integral and indivisible part of the great Italian fatherland, still too weak to rise and burst its chains.

When Austria turned toward the Adriatic she found everywhere traces of the Italian spirit; everything along its coasts was Latin, a living fragment of the Italian homeland. Little by little Austria, by persecutions and confiscations, substituted for the Italians of the coastlands Croatsians from the interior. Our homes, our altars, our great buildings of the golden time, are today largely occupied by strangers, people speaking another language, belonging to another civilization, who do not know what they have wrought from us, who do not understand the language of our country or of our ruins. They know only that they have installed themselves there because this strip of coast represents domination over the Adriatic, the key to wealth, to trade with the Orient. The Italians who have remained in Dalmatia are struggling to preserve what remains of their country, and are appealing to us for help; but their voice grows weaker and weaker, because their numbers are steadily dwindling. We must accomplish the work of liberation now, because later it will be too late, our Latin civilization, stretching back for a thousand years, will be annihilated by the despoilers.

To all these reasons another, of a military character, must be added. Look at our dreadnoughts! They are shut up at Tarento because we are not in possession of the Adriatic. We have not a harbor upon the Adriatic large or deep enough for a big fleet. Austria, on the other hand, from her base at Pola, dominates the entire upper Adriatic; from Sebenico and Spalato, the entire central Adriatic, and from Cattaro, the entire lower Adriatic as far as Corfu. Moreover, every channel, every island, and, especially, the Curzolarias, have excellent harbors, capable of sheltering a numerous and powerful fleet.

Thus Austria is the mistress of the Adriatic despite the immense inferiority of her navy in comparison with that of Italy and her allies, France and England. At any moment she can send her ships out from any point along the magnificent coast which she has stolen from us, and we have not a single port where we can shelter ships of heavy tonnage.

For these reasons Italians of today see in the words "Adriatic"

phalanx behind Nellie, the little "slavery."

But it took an air raid to show the spirit that dictated it at its best. Your Englishman is rather slow to "catch on." When the Germans invaded Belgium he viewed the situation through his monocle and remarked, "Seems to be trouble over there. Send a few men over." But he soon woke up, and when he did begin to think—it was in millions of men and millions. In the same way he was quite unable to imagine the Germans bombing London. His London? It was quite impracticable, you know! Or if they tried it, the Royal Flying Corps would soon make hash of them! So it went on until one very fine day when the birds were chirping in the gladness of their hearts in the London parks a fleet of thirty Gothas sailed at mid-day right over Westminster Abbey and knocked chips off several cherished institutions. Then the Englishman awoke again and established the barrage fire of a labour-

and "Dalmatia" a symbol of the following thought:

"We cannot avail ourselves of this sea which bathes half of our country, because our coast has no harbors and all the advantage lies upon the other shore. Austria has existed many centuries without the Adriatic, yet has been prosperous and very powerful, because she is not a maritime nation, but simply and essentially a continental nation. We, on the contrary, on account of our geographical position, are exclusively a maritime country. We have never been able to live without the Adriatic; and today, threatened with losing it for all time and being unable to achieve our national unity, we will fight to the death to preserve it. To lose the Adriatic means for us impoverishment, decline, and exclusion forever from the world of strong nations."

Italy, then, is not demanding new territorial conquests; she is not urged forward by imperialistic longings; she merely wishes to resume possession of lands which belonged to her for centuries, which round out her national unity, which are indispensable to her if she is to live, prosper, and defend her work, her race, her civilization. Take a map a century old—to whom did the lands belong which are now held by Austria? These lands were conquered by the Hapsburgs; they must return to Italy what they took from her. If Italy does not get assured, definite control of her natural frontiers, a state of war between her and Austria will always exist in a latent state, because Italy cannot live without the necessities of life. Not to be able to live is to die; but, before dying, Italy will sacrifice even last of her sons.

If further proof be necessary that Italy, in demanding the return of Trent, Trieste, Istria, Dalmatia, and the Curzolarias, is not impelled by greed, all that is needed is to call attention to these facts:

Had Italy harbored ambitions of conquest she would not have hesitated to have entered into compacts with the Central Empires nor to have profited from the advantages which they offered her. But, on the contrary, the vision came instantaneously and clearly to Italy; she realized that here was the mission to deliver her brothers still under the yoke and save Latin civilization. She entered the war at the most unfavorable moment for herself, when everything pointed to victory for the Central Powers, when Russia had already been beaten and thrust back. She hurled herself, head down, into the fight, with magnificent confidence, animated by an ideal of liberty and justice for all nations, and, above all, for the Italian Nation.

Yes, we are not waging a war of conquest; we are fighting to expel an intruder from our home, an intruder who thrust himself upon us when we were still children and too weak to drive him away.

Since I have found you to be an American who quickly analyzes these vast problems, I take the liberty of asking you for what reasons you Americans have entered into this struggle? Is it in order to pour out millions in vain, destroy treasures of welfare, life, and science, simply to have the mistakes and injustices of today arise anew within a few years? No, my dear friend, you have entered the war for a very noble ideal of humanity; to contribute, like the great nation that you are, toward giving liberty to every people worthy of it and capable of enjoying it according to the degree of its social development, so that never again in the future may the imperialistic injustices and perils that have caused the war be repeated.

We have need of the help of America, who is free and mistress of her own house, in liberating ourselves entirely and making ourselves masters in our house; we have need that she, with all her strength and sense of right and justice, support our sacred title to Trent and Trieste, Istria, Dalmatia, and the Curzolarias, on the day that peace talk begins. Therein lies for us the only foundation of a real, durable peace. America can be, in a certain sense, the arbiter between two civilizations; she can either kill Latin civilization by leaving the Adriatic in the hands of the barbarians or hurl back the Teutonic hordes far from the confines which nature has assigned to that civilization, and which its assailants, through lust for plunder and domination, have lately invaded. I feel sure that a generous and intelligent nation like yours, which loves nothing more than it loves liberty and justice, will not hesitate in choosing its road.

and guns that roused me on my third night in London.

The week before a bomb had fallen within half a block of our house, killing eleven people and maiming many more. It had lit up every room in the house with its flash. The concussion had shaken things off the mantel. Yet there was no sign of trepidation in my hostess' gentle knock or her quiet invitation to come down to the flat on the ground floor. Pajamas and blankets were quite au fait in the mixed company there assembled. Officers from the front, a few business men with their wives, mingled with the servants on equal terms. For air raids are great levelers. Quite indifferently, they singled the crashing, rending roar of the Hun bombs from the thunder of the harra, and their count of seven was confirmed by the official report next day. After each echo they would pick up the conversation where they had left it, probably concerning the

(Continued on Page 13)

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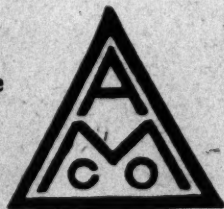
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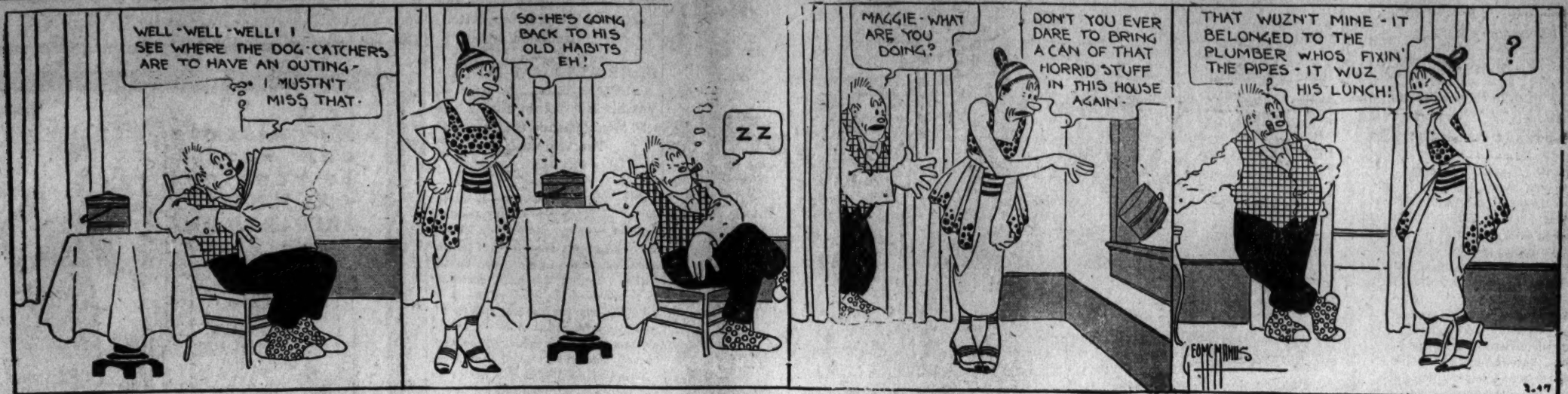
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Bringing Up Father



By George McManus



Spirit Of '76 Pervades France And England

(Continued From Page 12)

shortcomings of "the little Welsh lawyer." Lloyd George, in the case of the men; the fashions among the women. But for the ghastly toll of maimed and killed men, women, and children we knew would be reported next day, it would have been quite an enjoyable occasion. Their spirit, indeed, reminded me of the cheerful courage of the San Franciscans during the trying days after the earthquake and fire.

This fortitude was by no means confined to the upper classes. Next day I went to see a house that had been bombed in one of the poorer districts—though "bombed" is too weak a word to describe the effects. Of the center building in a solid brick street, nothing was left but the cellar. It had been blown clean away, and with it the side walls of the adjoining houses. From garret to cellar the rooms were exposed to view like the "elevation" of their architect's plan. The entire neighborhood, too, had suffered heavily from the barrage fire—windows broken, brick fronts chipped, corners knocked off by the rain of shrapnel. Yet, in place of the fear one might have reasonably expected, the inhabitants displayed seething rage.

"Afraid?" A middle-aged woman whose roof had been smashed in by one of our own "buds" scornfully repeated my question. "No, I wasn't;

on'y crows mad. All I ask, Mister, is to get me 'ands on one of them bloody devils. It 'ud be the last bomb 'e'd drop."

A policeman who stood near gave me a wink. "An' that's no lie," he said, after she had gone back into her house. "The women round 'ere was that mad they'd 'ave tore 'im to bits if they could 'ave collared 'im. I never see nothink like it. 'E was flying low along 'ere. Seemed to drop out of the sky and come booming over the 'ouse tops. The three that was killed was standing outside watching 'im, and after 'ed dropped the bomb one woman chased him along the street 'owling for him to come back and fight it out like a man." He concluded with scorn that equaled the woman's. "But not 'im, the baby killer! 'E likes 'is easy."

The policeman had been knocked down by the concussion. But his eyes were clear, his nerve unshaken. Nevertheless, for sheer coolness the palm goes to another policeman whom I met at the close of another raid.

The boches had caught me this time out in the street, and I stayed there watching the flash of the guns, the searchlights weaving and intersecting, the brilliant star shells bursting on high while the guns roared and the shells shrieked. One caught

above all the rending crash of a bomb. By hugging the wall I could avoid the spent shrapnel that dropped now and then with a heavy, leaden patter.

Presently the thunder of the barrage died in one of those deadly silences which tell that the guns and searchlights have lost the Gotha. It was quickly broken by the burring hum of a German plane, always distinguishable from the British by the louder sound and uneven rhythm. With diabolical ingenuity this individual boche had dived below the shell explosion area, and was roaring along over the roof tops, certainly no higher than five hundred feet. I saw him pass, dimly as a flitting bat in the night. About a quarter of a mile further on he dropped four bombs, one of which pierced the boiler of a public bath. Three others fell within a few hundred yards of London's largest railway station, no doubt his objective. But it speaks badly for German munitions—not one of them exploded. Following along, I came in a few minutes to a policeman who was standing astraddle of a hole in the road.

"No, this isn't no dud," he replied to my question. "It's a bomb. Clean buried itself, too, it 'as, in the paving."

I took one look at him, straddling that live bomb, then said "good night!" and passed on. But the picture of him, quiet and serene, remains with me to typify the spirit of London.

In the four raids I shared with Londoners of different classes, the same quiet courage was always in evidence. Some must have been nervous. Others, no doubt, were frightened. But they hid it under that marvelous English reserve that dreads the least exhibition of feeling. Of the 300,000 people that take to the "tubes"—which here run 150 feet underground—two-thirds are foreigners from Boho and similar districts. Your real Londoner sticks by his little home. As a matter of fact, I think he rather enjoys the raids. The hoarse roar of the guns, shriek of the shells, bring the war to his door. He feels that he is a participant. His spirit is clearly set forth in the letter a clergyman's wife wrote to her soldier son at the front:

"When they bombed the steeple off our church, your father said: 'Thank God! At last I'm on the fighting line.'"

There you have the spirit of England expressed alike by peer and plowman, "bobby" and "elavey" and parson, to down the boche and "bring the war to a proper end." And she will do it. Already she has achieved wonderfully. With the strong besom of her fleets, she swept the German off the seas and penned him within his own borders. She has raised armies of a size the world had never seen before. She has financed and maintained her allies; made war in a dozen countries at once. She has succeeded colossally, blundered tremendously, but she has never faltered and never will.

Now for France—the "bled white." Let us consider, for a moment, this term of which your pessimist is so very fond. He means, of course, that France has lost so much in treasure and men that she is exhausted, needs only a last vigorous push to send her tottering to her fall. He never pauses to consider whether the party of the second part, the Hun, is in condition to deliver the knock-out.

The old saw tells us that "saucy for the goose is sauce for the gander." If the Gallic cock is ready for the basting, what about the German eagle? No one would attempt to deny that France lost heavily in men during the first two years of the war, or that she has not felt the drain on her life blood; but she certainly did not lose as heavily as the Germans.

It is said that the "Old Contemptibles" of the first British Army killed three times their number before they were wiped out. That would give more than three hundred thousand Germans to their individual bag. At Verdun alone the Germans lost half a million. From the firing of the first gun the Belgians were killing Germans, the Russians were killing Germans; the Servians, Australians, Canadians, Africans, Afghans, Hindus, were all killing Germans. A year later Italy and Rumania began to kill Germans and have been killing them ever since.

At its first great stretch France never held more than four hundred miles of battle line, and as the Allied armies grew and took over additional sectors the French line shrank to half its original length. But Germany? On a two-thousand-mile line that begins at the Baltic, runs down nine hundred miles of Russian front, along the Rumanian, Servian, Italian lines to the French,

English, American and Colonial fronts, Germany has been losing men. Russia's collapse does not alter the fact that for three years, day in, day out, week in, week out, month in, month out, she killed Germans on almost a thousand miles of front. Summing the argument, if France has been "bled white" on two hundred miles of front, then Germany must have lost several times as many men on her two thousand miles; and though the German imagination has elevated Hindenburg and Ludendorff, and endowed them almost with the attributes of God, it has never been claimed for them that they can raise the dead. Even with Russia out, Germany still has to face the manpower of a dozen nations on a thousand miles of front. Bleeding at every pore, she stands like an exhausted gladiator, spent and reeling, yet called upon to face new and more powerful enemies. This fact is worthy of consideration at a time when the Russian fiasco may unduly weigh upon the pessimist's spirits.

Next comes the question, is France "bled white?"

Ask the waiter in your Paris cafe; the taxi driver that brings you from the station; the girls in the stores; the old women who sweep the Parisian gutters with long beams. Ask the pollux from the front—but be careful how you frame the question, for the French are an excitable people and may take you for pro-boche. Their answer invariably runs: "We will never quit, Monsieur, so long as the boche holds one square inch of French soil, including Alsace and Lorraine!"

So much for the spirit. Now, what of their flesh? Every officer and pollu I have talked to returns the same answer again: "We were never so strong in guns and men." Returning to the question of my New York friends—France is tired of the war, but she will stick! England is tired of the war, but she will stick! The Russian fiasco has made this more imperative, for democracy could never again be safe in the world if Germany were permitted to reap and organize the vast power gained through her present conquest.

Surely England will stick, for it is the same British bulldog that sank its teeth in the throat of Napoleon, the conqueror of Europe, and clung and clung till it dragged him down after twenty years. With our help—and both she and France are depending upon us—she will do it again to the Hohenzollern.

For her spirit and the spirit of France are the spirit of '76.

Peking Day By Day

Chinese Boxing

The Chinese members of the Anglo-Chinese Society entertained the British members on Friday evening last, to an exhibition of Chinese boxing and wrestling. The large company included Sir John Jordan, Sir Richard Daine, and a good muster of the British community, while many distinguished Chinese were also present. The wrestling was particularly enjoyed and the British sporting instinct approved of the many good falls. The boxing and sword exercises were watched with the keenest interest. Prior to the exhibition many of the foreign members of the society were entertained to a Chinese dinner by Dr. P. K. C. T'au and Mr. E. Chen.

The Parliamentary Elections

The election of the new parliament under the new modified laws is progressing smoothly, although a number of the parliamentarians are working energetically to secure their election and certain of the political parties are carrying on an organized election campaign. Wang I-tang, Wang Ko-min and a great part of the Chinputang are carrying out an independent line of action. There appears to be some doubt, however, whether it will be possible to call a new parliament under the existing circumstances.

Increase Of Import Duty Suggested

Mr. Suñ Pao-chi, Director-General of the Customs Revenue Department, has suggested to the Government the increase of import duty on wine, tobacco and sugar, as the import of these three articles is increasing in quantity from foreign countries. The Director has already requested the Foreign Office to consult the foreign Ministers in Peking on this question. A Financial Conference

Since the issue of the 7th Year Domestic Loan, the subscription list has not been filled up as briskly as might have been expected and the authorities consider it time to take measures to encourage the public to do so. At the instance of the Minister of Finance a conference was held in the Ministry of Finance May 14 to which all the important personages in financial circles, including the officials of the Bank of China and the Bank of Communications, were invited. The adoption of measures to encourage subscriptions to the loan

formed the sole subject of discussion and a report will be submitted to the Cabinet as soon as the authorities arrive at some definite decision.

Reported Arrest Of Chang Kai-yu

The Chinese news agencies report that General Chang Kai-yu has been arrested by General Mo Yung-hsin in Canton on a charge of intriguing with General Lung Chi-kwang. The report states that General Chang has received a bribe of one million dollars from General Lung. General Mo at first wanted to have General Chang shot at once, but it was ultimately decided to refer the case to General Tang Chi-yao for decision.

Mr. Ariyoshi May Be Minister

According to report from foreign circles the appointment of another Japanese Minister to China has been decided upon since Baron Goto assumed office as Minister for Foreign Affairs of Japan. Owing to various reasons it was very difficult for Baron Goto to select a suitable person for the post. It is stated that Mr. Ariyoshi, Japanese Consul-General to Shanghai, as Baron Hayashi's successor, but the appointment will not be announced until some sort of an agreement has been reached regarding the Sino-Japanese negotiations. It is said that after the appointment of this new Japanese Minister to China Japan's policy towards this country will be im-

partiality to the North and South. Mr. Ariyoshi was once Japanese Consul to Fushan and Yingkow and later he was appointed second secretary to the Japanese Legation in Paris.

The Arrested Shopowners

The Office of the Official Properties of the 3 Banners has refused to release the managers and proprietors of the shops in Peking who were arrested for their refusal to pay the increased rent for the land on which they built their shops, although the Chamber of Commerce has protested against the illegal arrests. The said Office lately addressed a despatch to the Chief Procuratorate of Peking requesting that these managers and proprietors be at once prosecuted if they refuse to submit to the increase of rent. On receipt of the communication the members of the Procuratorate held a conference, and they decided that before taking up any steps they would first refer the case to the Minister of Justice to be discussed at a Cabinet meeting. They have asked the Government to state whether this Office for the liquidation of properties of the 3 Banners is an official establishment or not; and whether it has the authority to make arrests. If it has not the authority, the Chief Procuratorate would instead of prosecuting the merchants, prosecute the illegal Office.

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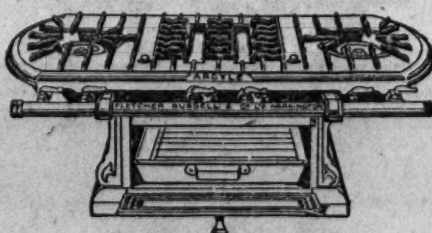
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AMERICANS RULE IN NO MAN'S LAND

Patrol Nightly In The Lorraine Sector Without Encountering Any Resistance

MAP GERMAN GUN POSTS

Help French To Regain Trenches Twice In Twenty-four Hours And Punish Foe

With the American army in France, Wednesday, April 17, (Associated Press).—American troops operating on the Lorraine sector have taken over control of No Man's Land. Patrolling parties are making almost nightly visits up to the German wire entanglements without encountering any resistance.

A Lieutenant and a party of twelve have made a five-hour exploring trip penetrating to the German third line and making maps of machine guns and snipers' posts and strong points without being seen by the enemy.

An artillery Lieutenant in an observation post sighted a German field kitchen coming up to the enemy line. He gave his battery its position and the kitchen was destroyed with three shots.

Commanders of units participating in the several days of fighting last week in company with the French in the Apremont Wood sector are finding it difficult to pick out men who especially distinguished themselves in the operations.

One commander said that every man acted like a hero and it was hard to choose the most deserving ones. One of the most popular men with the soldiers on this sector is the Rev. des Valles, a Roman Catholic priest, of New Bedford, Mass., who is living with the men in an unofficial capacity, he having come to France as a representative of the Knights of Columbus.

When the attacks began Father des Valles, braving the dangers of shell and machine gun fire, went to the casualty clearing station, near the front, assisted in dressing the injuries of the soldiers and gave each man a word of cheer. He handed out cigarettes to the men who smoked.

"He's as game as they make them and every inch a soldier," said a doughboy, while other soldiers spoke of the inspiration furnished by the priest.

Tied Stretcher to His Wrists

Another popular man is a young banker of Springfield, Mass., who was pressed into service as a stretcher bearer. He was the smallest man in the outfit, and after several trips became so exhausted he was unable to hold the stretcher. He refused to give up, and had his companions tie the stretcher to his wrists with rope so as to enable him to hold the stretcher on the journey from the front line to the dressing station.

Twice in twenty-four hours an American company has assisted French troops in a neighboring sector to regain trenches temporarily taken by the Germans. The company was led by a Captain who took his troops over the top in the face of the most violent machine gun and artillery fire. Each time he succeeded in driving out the enemy and inflicting heavy damage, and then strengthening the positions.

A most pathetic story from the American lines is that of a young corporal who was mortally wounded after fighting for four hours. A piece of shrapnel struck him in the head. He had a grenade in each hand. Giving them to his companion, he said:

"I guess I'm done. Please write to my mother and tell her how it happened. But here—take these grenades, and for God's sake don't waste them."

The corporal fell in a faint and died in a hospital the next day without regaining consciousness.

At one point on this sector only fifteen yards separated the opposing trenches. A day before an attack the Germans threw a note into the American trench. It read:

"What are you? Canadians or Australians?"

"Come over and find out," was the reply thrown back by an American soldier.

The infantryman who related the incident added:

"I guess they know who we are now and they will not be likely to forget for some time."

Dashed Through Barrage

One Lieutenant in a listening post with a small party of men was cut off from the remainder of the platoon in Friday's attack. He tried to send up rockets to signal an American barrage, but the rockets failed to work. A private then volunteered to run back with the message. He passed through three lines of barrage fire without being harmed and delivered the message. The American gunners laid down a barrage immediately and saved the Lieutenant and his party from the hands of a superior force of the enemy, which was headed in their direction.

Job For The Umbrella Man

The man who has the sign displayed, "Umbrellas are recovered here," would have to live a million years. Recovering those I've lost, I fear.

—Seattle Post-Intelligencer.

All Eager To Subscribe To French Loan



Patriotic Parisians wait hours in line in order to purchase French Government bonds to finance the war.

Chihli Conservancy A Letter Worth Studying

A Letter from Mr. Hsiung Hsi-ling to the Civil Governor of the Province of Chihli.

To the Civil Governor:

On April 2, we jointly appointed the Chief of the Chihli Conservancy Bureau, Mr. Shih Hsi-chang, and chiefs of the Kung Ching Chus of the Yu Ho, Ching Ho and Hsi Ho to undertake the repairing of the damaged dykes. On April 16th, Mr. Shih submitted to me a list of the names of officials whom he chose to be supervisors of the works, for appointment. I have duly approved of this list.

Shortly afterwards, Mr. Shih called upon me at my office and stated that according to the new regulations of the Directorate General of Flood Relief and Conservancy, forty percent of the funds required for the purchase of materials should be given to the Chiefs of the Kung Ching Chus so that they could undertake their buying.

In reply, I told him that according to the new regulations, all such funds should be given by the accounts directly to those directly responsible for payment. The receipt should be countersigned by the Chief of the Chihli Conservancy Bureau, the Chief of the Kung Ching Chu and the superintendent of the works appointed by the Directorate General of Flood Relief and Conservancy. This Directorate General would also appoint a special accountant to take charge of funds for the Kung Ching Chus of each river. Mr. Shih complained of the complicated procedure of getting funds, and said that it would interfere with the work. I again told him that receipt forms had already been printed and that the money could be paid simply by filling these forms and that there would be no loss of time. Mr. Shih left without saying any more on the subject.

Unexpectedly, on the 17th instant, Mr. Shih in a petition to me said that he desired to be relieved of his office. I wrote on his petition that as the work had already been planned, the said Chief of the Chihli Conservancy Bureau was not right in trying to avoid responsibility at so short a notice, and that he should remain. At the same time, I wrote to you stating these facts and requesting you to issue an order urging Mr. Shih to resume his work at once. I trust that you have already received that letter of mine.

On the 20th instant, Mr. Shih sent to me another petition asking again that he be relieved of the office, in which he said that the responsibility was too great for him. I cannot understand what motive he has had in submitting to me these two petitions. If he thought that the work was too hard for him to undertake, why should he, before the 17th instant, submit to me a list of the names of officials for my appointment?

This shows that he was not afraid of the difficulty of the work. If he thought that there was not sufficient time for him to carry out the work, how was it that although he received his appointment on the 2nd instant, he sent in the list of names of officials for appointment on the 16th instant? This shows that the urgency of time did not enter into his consideration. He might plead on the complicated procedure in getting funds caused by the new regulations, but the officials in charge of the Yu Ho works did not complain about them and did not find that they delayed in any way their work. He must have heard of this before. The only possible reason on which he based his complaint is that he is not given funds for the work.

According to the new regulations, the repairing work of the different rivers is assigned to the respective Conservancy Bureaux and the Kung Ching Chus for they know the local conditions better, as they have been engaged therein for some time. The Directorate General, however, appointed one superintendent for each river to see to it that the work is properly carried out. As to the making of payments, a special accountant for each river has been appointed and he will see to it that the money is directly paid to the members directly responsible for their payments. The different Conservancy Bureaux and the Kung Ching Chus will not have anything to do with money matters. This provision is to secure the actual payment of money to those directly responsible for their payments and eliminate misappropriation. In former times, thirty percent of the funds for the conservancy works, were usually pocketed by the chief officials in charge of them and the subordinates pocketed another twenty percent. What was left, namely fifty percent—some times even less than this—was actually used for the works. In the present case, I must do away with such corrupt practice. It would be impossible for the contractors to give a hundred percent of work and receive only fifty percent of their pay.

I was entrusted by the Government with the task and the people expected much from me. Moreover, to secure the money for the works, involved a great difficulty. Already more than half a million dollars have been expended for the filling up of breaches and the draining work. More than 500,000 dollars will be needed for the Spring work this year. Two items represent a big sum. The money was secured by a foreign loan.

At the present rate of exchange, for every one million dollars, the Government stands a loss of thirty percent. All this loss will have to be borne by the Government directly and the people indirectly. In spite of all this, I was unwillingly compelled to make the loan in order to save the people from sufferings. Should I spend the money thus secured carelessly, how could I face the country and the people? I hope that Mr. Shih, the Chief of the Chihli Conservancy Bureau, as he also possesses a conscience, will feel as I have felt and sympathize with me in my difficulty.

Furthermore, the majority of the conservancy work in this province will be for the Yu Ho, and the most difficult of it will be the filling up of breaches, but the reinforcement of the existing dykes is but an ordinary task. Even should there be built brick dykes, materials will have to be examined, and will be used one month after their purchase. Therefore no question that it will be too late to carry out the work unless all those who have experience in the river work well know.

Besides, all those who undertake the repairing work are only required to do their allotted part. So with the buying of materials, in which the principle of the division of labor is also used. By this means the work will be made much easier. Last year, Mr. Yang Yi-te, Chief of the Chihli Police, was asked to undertake the filling up of breaches of the Nan Yun Ho at the time when the river was soon going to be frozen. He worked under great difficulties, and yet he accomplished the task in about ten days. This shows that if a man undertakes a piece of work earnestly and wholeheartedly, regardless of labor and adverse criticism, success is assured. This conservancy work is an important one, and Mr. Shih is a responsible official in it. He should not think of throwing away the responsibility. Your Excellency is therefore requested to instruct him to resume his work, and I expect a reply from Your Excellency at an early date.

Yours, etc.
(Signed) HSIUNG HSI-LING.

A Bit Personal

"My wife's father lived to be 102 years old, and then died while out hunting," related the newcomer. "That so?" Interestingly responded Mr. Gap Johnson of Rumpus Ridge, Ark. "Shoot the old cuss yourself?"—Kansas City Star.

OIL SHIP CRASH COST 37 LIVES

Survivors Of The O. B. Jennings Describe Their Rescue After Collision

DESTROYERS SAVED THEM

Vessels Burst Into Flame And 36 Men Perished On Deck Of The War Knight

An Atlantic Port, April 17.—Thirty-seven lives were lost when the American steamship O. B. Jennings and the British steamer War Knight, both laden with naphtha and inflammable oils, came into collision off the British coast on March 24, according to members of the crew of the O. V. Jennings, who arrived here today. All who perished, with one exception, were on the British vessel. They were burned to death by blazing gas and oil.

Those who survived the flames on the War Knight were rescued in the nick of time by destroyers, for soon afterward, while the blazing hull was being towed toward shallow water, it struck a mine and was blown up. The destroyers went to the rescue through a field of blazing oil and took off the crew of the Jennings. Several of the crew of the American ship were, however, badly burned and had to be removed to hospitals after being landed.

An officer of the O. B. Jennings who told the story of the disaster, said the collision occurred soon after 2 a.m. when the vessels were within fifteen miles of their destination. He added that it was caused by the necessity of running without lights owing to submarine danger.

"We had an exceptionally rough trip," the officer said. "As a result, the churning of the bulk oil we carried had created a tremendous amount of gas. When the War Knight hit us there was an instant explosion, caused no doubt by a spark from the impact of the steel setting the gas on fire."

"Immediately there was a roar of flame spouting out of the hole in the O. B. Jennings' side, which all but enveloped the Britisher. I learned afterwards that thirty-six of her crew of about fifty were on the deck at the time, and they must have been almost instantly incinerated."

"We drifted apart and one of the destroyers by which we were conveyed managed to get a line on her and was towing her toward the beach, when in some manner the burning ship drifted into a mine field and she blew up. The case oil with which she was loaded took fire and completed her destruction."

"We had our own safety to look after. The burning naphtha had poured out onto the sea, and it would have been folly to launch life boats. It was then that the destroyers showed their resourcefulness, for they dashed through the burning oil, bumped along side of us and we jumped to their decks in safety. We lost only one man, a seaman named Shea, who was either burned, or fell overboard and drowned."

"The O. B. Jennings, being a menace to other ships, the destroyers proceeded to sink her, which they did with a number of shots sent through her hold. She settled until her decks were level with the water, extinguishing the flames, and afterwards she was taken in tow and beached. She probably is not a total loss."

"The accident came at the close of a rough and exciting voyage, which had set the nerves of our crew on edge through the previous unaccounted for disappearance of several ships

of our convey. They may have been diverted, or they may have been torpedoed. We never knew further than the fact that they were gone when we looked for them."

The British steamer War Knight, the vessel destroyed through the collision, was of 7,581 tons gross register, built at Alameda, Cal. The O. B. Jennings was owned by the Standard Oil Company and was a steamer of 10,290 tons gross register. The bare news that the O. B. Jennings had been in a collision and was beached and that one of the crew was killed, was received by the Standard Oil Company in New York soon after the accident.

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When you hear the clock alarm don't jump out of bed instantly or curl up for another nap. The thing to do, according to Dr. Leonhard F. Flud, a New York physician is to lie flat on your back with your arms extended above your head. Stretch hard so as to make yourself just as long as you can. Hold this position while you take a dozen deep breaths, inhaling slowly until the lungs are completely filled and exhaling slowly until you feel as if they were quite empty.

On starting to get up don't simply turn over on your side and roll out of bed. Get some benefit out of the movement by holding your hands on your hips, catching your toes at the bottom of the bed and then slowly rising to a sitting position without a bit of aid from the hands.

This will be found difficult at first, for it puts a severe strain on the abdominal muscles, which through lack of regular exercise often become weak, flabby masses of fat. If you meet with repeated failures try this method of strengthening these muscles and incidentally removing some of the unsightly and unhealthy layers of fat around the waist.

Lying at full length on the back raise the legs with the knees bent

until the legs are at right angles to the trunk, then straighten them until the toes point to the ceiling. After holding this position for a minute or so let the knees sink slowly back to their first position, keeping the knees as unbent as possible.

When at last you are ready to dress don't think of putting on your stockings as you probably always have done, sitting hunched up in a chair with the natural double curve of your spine twisted into an ugly single curve.

The proper way to assist in maintaining the spine's double curve, on which so much of health, strength and beauty depends, is to lie flat on the back while putting on your stockings. This position supports the spine at the shoulders and hips and maintains the proper inward curve at the waist. Raise the right knee to the chest and hold this position while you draw the stocking on; then repeat with the other leg.

If you breathe deeply while taking this exercise—as you can so easily with your chest relieved of pressure from the spine—your circulation will be healthfully stimulated, and at the same time the contraction of the muscles used in bringing the legs up to the chest will strengthen the abdomen's muscular wall and increase the activity of the liver.

An equally revolutionary method should be followed in putting on your shoes. Standing upright, raise the left foot and while balancing the body on the right foot slip on the left shoe. Repeat with the right foot.

To button or lace the shoes with the greatest amount of physical benefit take a standing position. Bend the knees and lower the trunk just as if you were going to sit on your heels. When your body almost touches your heels move the right

"The way to strength, grace and perfect health is to get the habit of using one's muscles in certain definite ways every morning while getting one's eyes open and putting on one's clothes."

leg backward, being careful not to disturb the normal condition of the spine. Lace or button the left shoe

as you kneel on the right knee. For the right shoe repeat the movement, kneeling on the left knee.



Beauty Questions Answered

HOW can the hair be arranged so that my mouth will look smaller?—I. L.

Arranging the hair fluffy about the ears and with a very pronounced fullness above the forehead and on the sides will have the effect of making the mouth less noticeable, and, consequently, causing it to look smaller.

PLEASE tell me of an absolutely pure cream that will not promote the growth of hair on the face.—D. R.

In the first place, I must tell you that it is not so much the ingredients in the cream itself that causes the hair to grow, but the constant friction in massaging the face. Many people keep this up entirely too long. Rub only long enough to rub the cream in thoroughly, and do not irritate the skin. Here is a simple cold cream that is one of the best I know:

Rosewater	4 ounces
Almond oil	4 ounces
Spermaceti	1 ounce
White wax	1 ounce
Tincture of benzoin	1 dram

WON'T you please tell me the name of the face powder you use?—MRS. M. L.

I have all my powder made up for me by my own chemist. He tells me this is one of the best I have ever used:

Best talcum powder	1/2 pound
Boric acid	1/2 dram
Calcine magnesite	1 dram
Powdered Florentine orris root	1-5 ounce

YOU advise washing blonde hair in pale ale. How should this be done, and also how can I make my hair curl again?—FLORENCE K.

Shampoo your hair first in the usual manner using a good tar soap because this will also help to lighten the hair. Then, when it is dry, pour enough of the ale in a basin to wash the hair thoroughly. Allow this to dry in. Afterward, if

the hair is sticky or unpleasant to feel, it should be washed once more in clear water. If your hair has once lost its tendency to curl, then you will just have to make the best of it, as I know of nothing that will restore the natural curl to the hair. Be glad you had it curly as long as you did, and set about finding some becoming way of wearing it straight for a change.

WOULD there be any danger connected with having a deep wrinkle on my forehead removed by the use of electricity?—N. H. S.

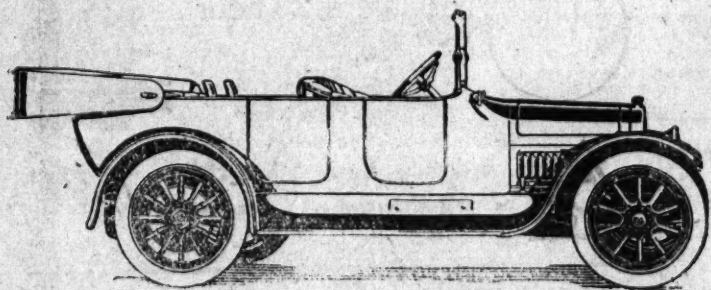
None at all, I should say, provided you secure the services of an expert. I cannot give any names and addresses in this column, but if you will consult your own physician he will be able to advise you. Perhaps you might be able to remove it yourself by massaging it with the rotary motion of the first two fingers of your right hand. This should be done every night for several months to have any appreciable effect. Use a good cold cream, also. Here is one that may justly be classed as a valuable "wrinkle-remover":

White wax	30 grams
Honey	15 grams
Juice of lily bulbs	60 grams
Rose water	12 grams

WILL you please suggest a method of keeping the pores closed and the skin smooth and white?—ANXIOUS.

If I were you I would invest in some good cold cream, a bottle of benzoin and a good soap that agrees well with your skin. An almond soap or a mild, pure castile gives excellent results. Wash your face in warm water and soap twice a day and oftener if needed. After it is rinsed thoroughly place a few drops of benzoin in the last water and dry your skin very carefully. At night use the cold cream to remove the grime and dust of the day, wiping the excess moisture off with a soft linen cloth. If the enlarged pores still trouble you then bathe your face daily in this astringent lotion:

Rosewater	6 ounces
Elder flower water	2 ounces
Tincture of benzoin	1/2 ounce
Tannic acid	10 grains



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Victory For Liberty And Justice

Lord Reading, British High Commissioner, On The Great Issues Of The War

Lord Reading was asked to make a speech to the National Conference of Leaders assembled in Memorial Hall, Washington, last month, preparatory to going forth on their mission of spreading the facts and issues of the great war before the people of the United States. Unable to prepare a special address, Lord Reading spoke impromptu, and his report of a memorable utterance is taken from the stenographer's notes.

I dear say it occurs to you—certainly it does to me—to wonder how it is that you, like us, liberty loving and peace loving as you are, should now be engaged in the greatest war which has ever been waged in the world's history. But it requires little thought to understand the reasons.

You have all read and know the greater number of the causes leading up to this conflict. If I pass them in brief retrospect it is only to refresh our recollections, because, with events that move so rapidly, scenes that change so swiftly, impressions that pile one upon the other with such striking rapidity, there is perhaps a little danger of the real issues being lost sight of.

It seems ages, and yet it is but some three and one-half years, since Austria launched her ultimatum to Serbia. It is a far cry from Sarajevo to the United States of America, but nevertheless that ultimatum was the first in a number of steps that eventually led to our country going into war and to yours—thank heaven!—it said—because from that moment, having war as you do and as we do, we realized that there was but one answer to the challenge that had been thrown down to the world—an answer that was given in inimitable language by your President in his great utterance at Baltimore on Saturday last.

You will remember that demands were made upon Serbia which in themselves did not interest you, and really scarcely interested Great Britain, save that they meant that one small nation was to be crushed out of its sovereignty and its independence. Serbia submitted to the demands that were made upon her by Austria, and accepted everything that was required save two points, and these two she refused because they meant an end to her autonomy, and she strove to get some modifications of them. The answer was one with which we are now, alas, only too familiar. It was known equally well by Austria and by Germany, that was back of it all the time, that Austria insisted on the letter of these demands it meant kindling the flame of the great war, for Russia was bound to step in to help Serbia and France in alliance with Russia would be involved. All those considerations were very present to the minds of the German Government that had determined that this was the most opportune moment in which to begin its great scheme of world aggression, of domination in order to satisfy its lust of power. Consequently in spite of every effort that was made by Sir Edward Gray, then our Foreign Minister, and who labored so hard during all the years that he was in office with the purpose of preventing war, war became inevitable.

If there remain any doubt about it we have only to turn to disclosures which have recently been revealed. We have the innermost facts from the lips of those who were actually taking part in these affairs, not only from ourselves but from Germans. It is not necessary to dwell at any length on these matters because they are now so well established that I doubt whether even a member of the German Government, if one could stand before you, would dare argue that it was not Germany that caused the war or strive to deny that the guilt for this awful crime rests on the German Government alone.

What were the consequences? They did not fall as Germany hoped. In the deliberations of her leaders there was no question of a conference with Russia as was suggested by Sir Edward Gray. That wouldn't suit at all, because it might deprive Germany of the war she had started. Then came the question of England. What would England do? You know what happened. We were confronted by the gravest problem ever submitted to any nation. Our Government had to determine whether it should enter this war and sometimes it is not quite realized that England was bound by no treaty to involve herself; we were not bound by any alliance to enter this war. We knew the cause of the war; we knew what a war with Germany would mean.

We were under no illusions, but when Germany with unexampled ferocity and unparalleled depravity entered Belgium and determined that

she would strike through Belgium come what may, that Belgian men, women and children should be sacrificed to the policy of terrorism, which was the German great ideal—by that England knew the moment had come when this great government of Germany must be taught that treaties were made to be observed. We in England were bound like Germany to protect the internationality of Belgium, and by the selfsame treaty that should have held their hand, we did not invade Belgium, but we said to Germany, "You do this thing at your peril! England is in." And without a moment's thought to her honor, be it said—England threw everything that she had into the melting pot and said, "Come what may, as a nation we shall be true to our honor, which demands that we should defend Belgium and now we shall fight the German Government to the very last!"

And what has been the history in your own country—you who were so far away from it? Three thousand miles of sea between you and the country in which this devastation which is so difficult to describe, even by those who have seen it, had occurred. You watched, you weighed, you considered—not from fear, but because there were great responsibilities naturally upon you, upon those who were your leaders equally as upon our own. Every endeavor that was possible and right was made to avoid conflict between you and the German Government. I will not pursue in detail all that followed. There were months when your very souls were stirred with indignation at what was happening, and eventually, after there had been interchanges of notes, there came acts which made it impossible for you as a self-respecting nation, according to the views of your President, to abstain longer from taking part. Therefore America stepped in and with it the whole plane of that contest was raised because we know perfectly well, and Europe knows, that America has only fought and would only fight for liberty, that she would never fight for aggression or for world domination, that her great ideal of liberty and democracy was that for which alone she would draw the sword. As in the past so now, once it is drawn, when once you have started and it has been made clear that only force can rule, as Germany apparently has taken care to make apparent—then it is only with force she can be met, and it is only with that sword that she will be met!

A war is not won by brave men alone. America's courageous young men taking for some time being learning the business of fighting and many thousands of them are today bearing the brunt of flying shells. One has only to see them to understand the courage and moral strength which characterize your people; yet we know from our own experience that victory requires far more than valor and numbers. It is a contest that demands all the resources of science; it is a war, in truth, in which the production of commodities and the enlistment of the services of the citizens of the state are almost as necessary as the service of the man in the field. It should be made clear that victory is not to be secured only by the men in the trenches or the men in the battlefields or the men in the destroyers or by the men at the guns; it is to be won in some part by the men at home, by the men who help produce the commodities, by the services of the men and women who contribute their all to the state.

This country is at this moment in a campaign for a Liberty Loan. It has always seemed to me that contributing money is the least possible of the services that may be asked, for it is no more than a subscription to an investment that has the great advantage of being both safe and remunerative. It is not often in our lives that we have the privilege of meeting our patriotic obligations with advantage to our purses.

The object of the Liberty Loan is to transfer money from the coffers of the citizens who have it into the coffers of the United States Treasury, so your country may pay for the goods and services required for the prosecution of the war. Here you have an advantage over ourselves, for the money your Government raises is paid substantially only to people in your own country, so it soon finds its way around our coast, that box from which it is deposited back again into the much smaller box from which it emerged. And by the time it gets back there is a little added to it. To illustrate the operation, take the case of a man supplying steel. He must employ workmen; he must purchase material; he must keep his furnaces

going, &c. To perform these functions he must pay out money. The people who get it spend it. It circulates and eventually finds its way home to the various "boxes" throughout the country to await the next Liberty Loan. Again it will go back to the Government and be circulated, and again be restored to the box whence it came in this same way. This is the process, and it explains why and how you are able to meet the costs of the war.

With this money the United States raises you do something else for which we as allies are very grateful indeed. You lend dollars to us, not to spend at home indeed, but that must be expended for the most part in your own land. We use these dollars to pay for all the products that you are able to supply us, and so they also find their way back to the various small "boxes," ready to begin a new journey when your Government calls for them.

There is much work and great need for these travelling dollars. Take, for example, ships. I cannot impress too strongly on all concerned how necessary it is to secure the maximum effort from every human being who devotes his service to the production of ships, or anything that appertains to ships, so we may have the means of transporting supplies from America to the seat of war.

We are now engaged, you and we in striving to ascertain what is the best mode of utilizing every single ship, so we may get the greatest carrying capacity out of her in the common interest, and with an eye only to the common purpose. All ideas of commercial rivalries or jealousies have disappeared in this war. You have but one thought and we but one thought—and that is victory.

Let it be impressed on the man who is at work at the shipyard, be he employee, clerk, ship riveter, boiler-maker, or engineer, that every hour he puts in is the equivalent of a shot at the front. He too is a soldier, but I bid him remember every time he thinks that he is tired or that the work is monotonous, as I have no doubt it is, to repeat to himself almost as if it were a religious devotion that there are men of his own kind and kin or country under the enemy's fire in the trenches at the risk of their lives and of their limbs and doing it gladly and cheerfully, while he is safe in the shelter of the shipyard.

The same truth should be impressed on all those who grow food or are in any way concerned in the distribution of food. They must understand that they too are contributing toward victory. The Allies are not able to supply out of their own resources the needs of their own people and of their armies in the field. France, which in peace times could feed her own people, is not able to do so now because all her man power is at war and many of her women are engaged in war work. Tillage of the soil is left to the wives and children of the farmers who, for all their goodwill and devotion, have neither the strength nor the capacity to meet the enormous demands on the productive power of that fertile country. In Italy similar conditions prevail.

We in Great Britain have never

produced more than from 25 to 30 percent of the food consumed. A large proportion of our supplies have been imported from this great continent of North America, where you have the advantage of being able to produce food in enormous quantities. In spite of your superlative productivity the demands upon you are so great that you are being asked to economize in the use of wheat and meat. We note with pride and satisfaction that you are doing so with the same spirit of cheerfulness and gladness that has marked those men of yours who have gone into the great battle with a cheer, delighted to have the opportunity to strike a blow for freedom and for democracy. You who are saving food are truly serving for victory.

In this great struggle the farmer and all who help by tillage to produce the foods that we require are also soldiers and I beg that they remember their obligation and their privilege. When limbs are wearied and the hot summer sun invites to shade and rest, let them say to themselves, as the riveter, as the boiler-maker, "I must go on, even if I am tired; I must do my duty for my country; I must do my duty for Liberty!"

These are but a few instances of service in the common cause. The men who labor in the aeroplane factories, the powder and gun makers, the woodcutters engaged in getting the spruce or other timber required for ships or flying machines—all are helping toward victory. This truth cannot be repeated too often—that there is self-respect in all work for the common cause. This assurance should be given to all men—that whatever form of service they may be rendering, so long as they are contributing to the country's needs they are helping to win the victory.

To make this clear to men and women throughout the country, to help them realize the responsibility that rests on every individual to balance by sacrifice at home the risk his brethren abroad upon the battle front incur, and that thereby he too wins honor, is a great and splendid task. No greater service can be rendered this country than to imbue it throughout its length and breadth with the true spirit. It has been brought home to me many times that the great majority of Americans are keenly alive to the issues and consequences of this momentous struggle and are prepared to do their utmost for victory, but removed by thousands of miles of land and water from contact with its dreadful experiences it is hard to bring home to them what war means. Those of us who have lived with it and beside it during long and perilous years know its terrors. We in England who have had the war at our doors, to whom the enemy has carried destruction by his Zeppelins and his aeroplanes, by his coast bombardments and other offensives, are aware and understand.

Only the other evening as I stood at the door of the British Embassy in Washington, seeing a guest out, I noticed the clear beauty of the sky. My friend turned to me and remarked, "Isn't it a fine night?" And unwittingly it came over me as I looked across the space so clearly illuminated in the moonlight that it is on just such nights as this at home in London that air raids come, and that means that before dawn there will be a new toll of defenseless men and women

and children killed. The memory of the menace of the bombs from the sky had bitten so deeply into my mind that the mere aspect of moonlight, of the cloudless beauty of the night, suggested the same thoughts to me, 2,000 miles away that would have arisen in my consciousness on my own doorstep in London.

Yes, we know what war means. We have had to pay the tribute; we see our wounded on every street; we see the trains come in laden with hurt men. Every one of us in one form or another has lost some one. All our men are on the field of battle. With eyes and hearts strained to the utmost we follow the news from the front. To us today's news and tomorrow's is interpreted in individual terms, in terms of the peril of our sons and brothers.

I tell you this so you may understand what it all means. Very soon—already it is beginning—you will know.

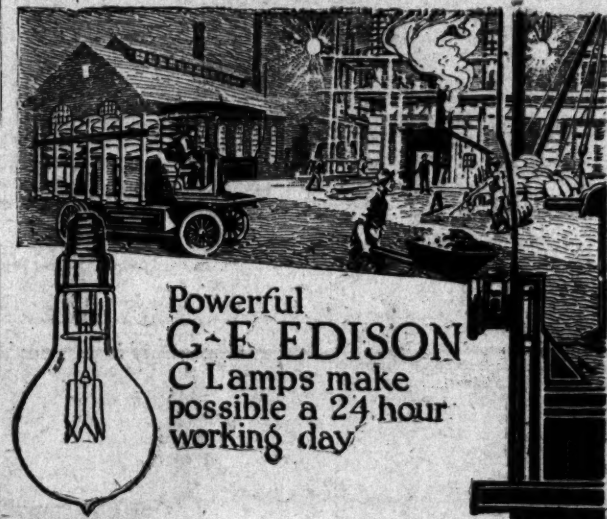
When the blows begin to fall, perhaps some of you may ask yourselves, or others may ask you—is it worth it? And the answer is without hesitation—Yes, worth it, and worth doing again and again. It would not be worth it if we were merely fighting for territory or for the aggrandizement of one power over another; but it is worth it if we realize that we are fighting for liberty and justice.

To my mind this war is the challenge of brute force to justice. Liberty is to be crushed by military despotism if Germany triumphs. If we succeed, if you and we, the Allies, win the victory, as we certainly shall, then justice and liberty will prevail. This cause for which we are fighting is becoming almost a religion with us. In this faith of freedom our hearts and souls and our last resources are enlisted. Through this great conflict we hope, in your President's words, "to make the world safe for democracy," to insure that justice shall be done as between nations and to redeem the world from the peril that now menaces it.

Remember, above all things, that the message you are going forth to deliver is one asking people to make sacrifices to uphold the banner of liberty. Only by faith and sacrifice can the power of wrong be driven underground and the power of right enthroned on high for all to see shine forever in the world.

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The Bund.

Our First Year In The War

(Continued from Page 17)

plan that one-third of the promotions be made by selection, according to fitness and merit, under most carefully framed regulations to prevent favoritism, the officers of the army have made it impossible for the President and Secretary of War and the public at large to form any idea in time of peace of the relative merits and fitness for command of the officers in the army. When Elihu Root came to the War Department in 1909 he advocated, in his first annual report, a carefully planned method for a limited number of promotions by selection instead of by seniority. The officers of the army jumped on it as one man. The Senate and House of Representatives gave it no consideration, and Mr. Root never again referred to it, knowing that any such reference would be useless.

When war comes, however, all the foolish talk about the "vested rights" of officers of the army is lost in the atmosphere of serious things, and officers are selected for high commands according to the opinion of the President and Secretary of War as to their fitness for exercising their commands. In that way, when the first small division of regulars was sent abroad, in response to that pathetic appeal which Marshal Joffre so skillfully used in order to overrule the thoroughly bad plan which the General Staff had for sending no troops to France in less than a year—i. e., until the present date—the officer selected to command this division was a Brigadier General, who for this purpose was immediately advanced to the rank of Major General—John J. Pershing. He was known in the army as a man who, entering West Point at an age older than usual, had at once established his reputation as a man of determination and strong will. While, like General Sheridan and some others in our past history, he made no great reputation as a scholar, he held in each of the succeeding four years the highest cadet rank attainable. He was of suitable age, about 55 years, had passed his life fighting Indians in Mexico, was "as hard as nails," and had had the experience of commanding a brigade of four or five regiments in the invasion of Mexico in 1916, whereas the Chief of Staff and the Assistant Chief of Staff—who had advocated and insisted upon, and but for Marshal Joffre would have carried out, the terrible scheme of not sending any American soldiers abroad until April, 1918—had neither of them commanded a brigade either in war or peace, except during five days of maneuvers in Massachusetts some years ago.

Whether General Pershing has the qualifications for commanding an army of 2,000,000 men, the qualifications of Grant or Lee, remains to be seen. He must take his chances and abide by the result, and probably he would not have it other-wise. He did, however, show on his arrival in France that he had a cool head, under circumstances of extraordinary delicacy, difficulty and importance, and when he received such an ovation as no American ever before received abroad, he kept cool, responded to eulogistic addresses in a few well-chosen words, seldom exceeding 200 in number, and in short, "did not sleep over," as did certain "heroes" in our little war with Spain.

In connection with this question of high command it may not be out of place to refer to certain historical precedents. In 1773 John Adams, who, in connection with Samuel Adams, had done most to bring on the Revolution, proposed in the Continental Congress in Philadelphia that George Washington, Esq., of Virginia, should be appointed Commander in Chief of the army of the United States. There is reason to believe that the underlying motive in Adams' action was to secure the support of public opinion in his political plans.

The appointment was made by unanimous consent, and in the middle of June, 1775, Washington mounted his horse and began his ride toward Cambridge and fame. He was escorted through the streets of Philadelphia with all the bravery of militia and military bands which Philadelphia could muster. From behind the window in the upper story of his boarding house John Adams watched him ride by. He then sat down and began his daily letter to his wife, in which occurred these words: "Others have reaped where I have sown; others will wear the laurels which belong to me." His prophetic soul saw with absolute vision that if the Revolution ended successfully the great man would be neither John Adams nor Samuel Adams, but that stalwart and competent soldier who was starting out on his horse.

After the war of 1812 all the politicians—Jefferson, Madison, Monroe and John Quincy Adams—set out to down Andrew Jackson. The only result was to land him in the White House with greater political power than any man had exercised since Washington.

When the Mexican war broke out, William L. Marcy and the Albany Regency were very wary of creating out of the war a soldier-President. Scott was then the senior Major General, with headquarters in Washington, and they left him there cooling his heels, in spite of his frantic appeals for a command, while they picked out a Colonel, Zachary Taylor, and sent him to the Rio Grande to open the war and enable Congress a little later to pass a resolution that a state of war existed in consequence of the acts of Mexico. Taylor, however, began to earn military laurels too rapidly. At Resaca and Palo Alto he drove the enemy back in spite of inferiority in numbers, and promptly pursued him into the heart of Mexico.

Then the people in Washington thought they would play Scott against Taylor, and they took away

all Taylor's best troops and put them under the command of Scott, leaving Taylor only the militia or volunteer regiments to fight the battle of Monterrey, which, nevertheless, he won. His best regulars were brought back to Corpus Christi and added to some volunteer regiments freshly raised; then they were sent under the command of Scott to Vera Cruz. Those in Washington probably thought that Scott would wear himself out in the fever-stricken marshes surrounding the walls of Vera Cruz. They probably imagined that under no circumstances would he be able to climb over the mountains separating him from the enemy's capital. But Scott not only took Vera Cruz in less than the twenty-seven days allowed by the standard works on military engineering for a successful siege, but in a campaign which General Sherman more than once described to me as the most brilliant in our history, and notwithstanding its small size one of the most brilliant in all history, he scaled the mountain passes, defeated his enemy in every one of seven battles, and dictated the terms of capitulation in the City of Mexico.

It was out of the question that he should be allowed to enjoy the military, and possibly the political, prestige due to such a campaign; so one of his volunteer brigadiers was egged on to insubordination, for which Scott promptly and sharply called him to account. The result was a court-martial, not for the brigadier, but for Scott himself, who was tried by his juniors in rank in a trial which began in sight of his conquered enemy and collapsed, by reason of a total lack of evidence, in the City of Frederick, Md., about three years later. But these machinations resulted in nothing but a proof of the depths to which petty political spite and meanness could descend. They did succeed in keeping Scott out of the White House, but placed there his junior in command, Taylor, and a few years later an inconspicuous brigadier whose name has been forgotten by all except historical students, one Franklin Pierce of New Hampshire.

In the civil war the great soul of Abraham Lincoln rose above such petty meanness. It was not so, however, with the politicians who surrounded him, Seward, Chase, Stanton, and that picturesque newspaper editor from Connecticut who never went to bed without putting on paper his thoughts of the day, to which we are indebted for the diary that is more interesting than any since Pepys. All of these schemed and plotted, and the advice they gave Lincoln on military affairs was always influenced by the possible political results.

What did it all amount to? The greatest soldier of the war went to the White House for eight years. The next greatest, Sherman, would unquestionably have succeeded him but for his categorical and emphatic statement that he would not be a candidate; that if nominated he would not run, and that if elected in spite of his opposition he would not serve. In his place we had Hayes, followed by Garfield, and then Harrison, politicians all, but every one of them owing his selection for the high office to the fact that he had been more or less a successful soldier in the civil war.

In the little war with Spain the senior Major General, Miles, was kept in Washington. Alger saw to it, doubtless with McKinley's approval, that he should hold no high position from which he might emerge as a formidable candidate in the campaign of 1900. A friend of Alger, a good enough soldier, by the way, but known to have the same

Brickley Wants Action, So He Enrolls In Navy



CHARLES BRICKLEY

Charles Brickley, Harvard's famous drop kicker, has enlisted in the Naval Reserve, in Boston. Brickley was a member of the Harvard Reserve Officers' Training Corps, and it was announced that he would be appointed to the Department of the Northeast. As the appointment was slow in coming, Brickley enlisted in the navy.

opinions about politics as Sherman, was selected to lead the troops to Santiago. All that Miles could get was the command of a little expedition to Porto Rico which was halted by the protocol of peace. But that did not prevent the country from having a soldier-President for seven years, namely, Theodore Roosevelt.

At the end of the term for which he had been elected Vice President he had been elected Vice President he made a most brilliant and successful campaign in his own name for the Presidency. He essayed a third term without success in 1912, and many men, myself included, think that it would have been fortunate for this country if he had been nominated and elected in 1916. We would be glad to see him elected President in 1920, should the war last that long, as it well may. But he, as well as his rival, who is now in the White House, is a profound student of American history, and it might be well for them to ponder our history in the light of current events and see if they can find any case where we have elected as President after a war a man who had not taken an active part on the firing line during the war.

In my humble judgment, submitted with the utmost respect, the next President of the United States is now commanding a battalion of a regiment in France.

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FOUGHT WEEK AS INFANTRY

General Rawlinson Sends Personal Thanks To Their Colonel—Pershing Joins In Praise

With the American Army in France, April 18, (Associated Press).—Reports from British Commanders which have just been received at American Army Headquarters give the first definite information that American engineering troops in large numbers were among the forces hastily assembled from all branches of the service by Major General Carey for his improvised army which filled the gap in the line made by the Germans at the opening of their offensive last month. The American engineers were at work constructing and operating field railways and building bridges.

Three companies of an engineering regiment were caught in the early bombardment and ordered to fall back. To one of the American companies, which had been consolidated with the British Royal Engineers, was delegated the task of guaranteeing the destruction of an engineers' dump, which it had been decided to abandon. This detachment destroyed all the material, made a rapid retreat, caught up with the larger group, and immediately resumed work, laying out trenches. These operations lasted from March 22 to 27. As the German attack became more intense, the engineers were joined by cooks, orderlies and railway men as a part of General Carey's forces. The commanding officer of an American regiment took charge of an infantry sub-sector and directed the action of his troops for one week, until the emergency passed at that point. To this officer General Rawlinson, commanding the British army engaged in that sector, sent the following letter:

"The army commander wishes to record officially his appreciation of the excellent work your regiment has done in assisting the British army to resist the enemy's powerful offensive during the last ten days. I fully realise that it has been largely due to your assistance that the enemy has been checked, and I rely on you to assist us still further during the few days which are still to come before I shall be able to relieve you in the line."

"I consider your work in the line to be greatly enhanced by the fact that, for six weeks previous to taking your place in the front line, your men had been working at such high pressure erecting heavy bridges on the Somme. My best congratulations and warm thanks to all. "Reviewing" H. L. Muller, commanding a cavalry division, received from his superior congratulations and thanks for the work of his command in beating off the enemy, he forwarded the following

letter to the commander of one of the American engineering units:

"As a United States engineering battalion was fighting with the First Cavalry Division in the line on March 30, the army commander's congratulatory message applies to them equally with the units of the First Cavalry Division. It has been brought to my notice that the men under your command fought most gallantly alongside the British cavalry. I am most grateful to you and the unit under your command for the invaluable assistance you gave us on March 30, 1918. Please convey my thanks and congratulations to all ranks."

The reports of the gallant conduct of the Americans on the British front have caused General Pershing to send the following letter to the engineering commander:

"The Commander in Chief has noted with great satisfaction the fine conduct of the officers and men of your regiment during the recent German offensive, as testified by British army commanders."

Medical Officers Honored

With the American Army in France, April 18, (Associated Press).—Lieutenant Theodore Higgins Sweetser, of the Medical Reserve, United States Army, has been recommended for the British Military Cross for conspicuous gallantry and devotion to duty. Near Passchendaele on March 13 he rendered valuable assistance to more than forty men suffering from gas, while he was suffering from its effects. At the present time the address of Lieutenant Sweetser is not available. Lieutenant Sweetser's recommendation for the cross reads as follows:

"When the headquarters of another battalion received a direct hit from a gas shell and all the occupants, including the medical officer attached to the battalion were suffering from the effects of the gas, this officer rendered valuable and most gallant assistance to over forty cases, and continued to do so when his two non-commissioned officers succumbed. He himself was suffering from the effects at the time."

He also rendered valuable assistance to a party of tunnelers, the entrance of whose dugout had been struck by a gas shell, in walking the men up and forcing the tubes of their respirators into their mouths and clips into their noses. But for his prompt attention a large number of men would have succumbed."

General Pershing, in a letter to Lieutenant Sweetser, said:

"The Commander in Chief desires me to say that he appreciates the splendid conduct by you on this occasion."

With the American Army in France, Wednesday, April 17, (Associated Press).—Lieutenant George Patton of New York City of the American Army Medical Corps has received the French War Cross for courage in treating wounded men while without a gas mask during a heavy bombardment of gas shells. The Lieutenant found it was impossible to treat the wounded while wearing his mask. He took it off and continued to dress wounds until overcome by gas fumes.

GERMANS BAR PROPAGANDA

Offer Reward For Evidence Against Americans And British

With the American Army in France, April 18, (By the Associated Press).—The activities of the German military authorities in suppressing propaganda at home are shown in the following quotation from a German bulletin which has been received at American headquarters:

"Baron von Gayl, General commanding the 7th German Army Corps in Munster, offers 5,000 marks to the person who first succeeds in implicating an English or American agent guilty of inciting disturbances or revolution in this district, in such a manner that he may be condemned by a court."

The Chinese Benevolent Association

118-15 AVENUE EDOUARD VII

Benevolent Fund Ticket \$60,000.00

Issued under the authorisation of the Government of the Republic of China on the 2nd February, 1918.

To be drawn among 50,000 successive numbers in full view of the public in Shanghai, China, on the 16th June, 1918.

One tenth of each ticket will be sold at \$1.00, the proceeds of which after payment of prizes, charges, etc., will be divided between the North China Famine Relief Fund and the Benevolent Institutions. The Association reserves to itself the right to allocate the proceeds to the above objects; if any of the tickets are unsold on date of drawing proportional reduction in the allocation will be made.

Prices for whole tickets \$10.00.

LIST OF PRIZES FOR WHOLE TICKETS

1 First Prize	\$60,000
1 Second Prize	20,000
1 Third Prize	10,000
1 Fourth Prize	\$5,000 each 10,000
5 Fifth Prize	1,000 " 5,000
10 Sixth Prize	500 " 5,000
20 Seventh Prize	200 " 4,000
100 Eighth Prize	100 " 10,000
800 Ninth Prize	50 " 40,000
2 each approximate to the First Prize	500 " 1,000
2 each approximate to the Second Prize	300 " 400
2 each approximate to the Third Prize	100 " 200
4 each approximate to the Fourth Prize	50 " 200
499 for numbers having the two terminal figures similar to those of First Prize	30 " 14,970
499 for numbers having the two terminal figures similar to those of Second Prize	25 " 12,475
499 for numbers having the two terminal figures similar to those of Third Prize	20 " 9,980
2,447 drawn tickets	Total \$203,225

All prizes won will be given at the Office of the Bank of China, Shanghai Branch, No. 3 Hankow Road, Shanghai.

The Chinese Benevolent Association.

CHU PAO SAN,
Chairman.

17982

DISINFECTING

WITHOUT POISON



POWERFUL SAFE CLEAN NON-POISONOUS COLORLESS

DISINFECTANT DEODORANT

NOTE THESE REMARKABLE QUALITIES OF B-K



Powerful. By Government Method test B-K has over ten times greater germ-killing strength than carbolic acid. Much stronger than coal tar disinfectants—much safer.

Safe. B-K contains no poison, acid or oil.

Clean. B-K is colorless, leaves no stain on floors or walls.

Deodorant. B-K destroys foul odors—leaves no odor of itself.

Cheap to Use. B-K is so much stronger than other disinfectants that it does more disinfecting for the same money.

Sold 4 oz., 10 oz., 30 oz. bottles and in gallon and 5 gallon packages.

For Greatest Comfort and Sanitation in

Schools
Hospitals
Depots
Theaters
Factories
Public Buildings

Hotels
Restaurants
Kitchens
Dairies
Kennels
Poultry Houses

FOR SALE BY ALL CHEMISTS

AMERICAN TRADING CO., Agents.

Hotel Lobby

Main Market

Soda Fountain

Restaurant Sink

Mop Closet

Smoking Car

Urinals

Piece Goods & Yarn

Messrs. Ilbert and Co. write as follows in their report for week ending May 17.

Piece Goods

The Race holidays have provided a welcome relief to the general dullness of trade, but there has not been quite such a dearth of inquiries during the week owing to a little demand from Shantung and ports further north. In the aggregate the amount of business done is scarcely enough to make a market but it has served to check the downward trend of prices which was noticeable a week ago, and at the auctions where offerings are being gradually reduced, the tone all round was steady to firm. The state of affairs throughout the greater part of the Yangtze regions continues to make any improvement in business from that quarter very improbable in the near future.

There has been a further demand for increased wages in Lancashire, which, if granted, will naturally go on to the already high cost of cloth. A shortage of cotton is also anticipated there, so that our local stocks of cloth would appear to be protected against any serious fall in replacing cost for some time ahead.

Grey Shirtings, 3 1/4 lbs.—Some small sales to Yangtze Ports are made public in Two S'agheads at Tls. 4.87 1/2 and Two Horses at Tls. 4.35. Auctions decidedly firmer all round.

4-lbs. to 7-lbs.—A sale of 5 1/2-lbs. Five Boys is returned at Tls. 3.00.

9-lbs. to 11-lbs.—Little or no demand has been experienced, there being only one transaction to record in Pighend at Tls. 6.75. Auctions decidedly firmer all round.

Jeans.—The lower Yangtze ports have taken small parcels as follows:—Japanese:—Two Dragons, 40 yds. at Tls. 6.55 and 30 yds. at Tls. 4.80.

English:—Three Stagheads, 40 yds. at Tls. 8.25.

White Shirtings.—Very little done, no business being reported except a sale of Nine Dragons at Tls. 9.50 to the North. Auctions chop advanced one to two mace per piece.

Bleached T-Cloths.—The usual small business has been in progress for Shantung, sales including Four Cocks at Tls. 6.40 and Peacock at the same price.

Local Shootings.—We hear of a small transaction in Three Fish 12 lbs. at Tls. 5.00.

Dyed and Fancy Cottons.—The tone at auction was very firm all round, but enquiries for private chops are few and far between.

Cotton.—Market quiet for the local staple but if anything rates are on the easy side. Quotations today are: Tungchow at Tls. 40.00 to 38.00, Steam Ginned at Tls. 37.50 to Tls. 37.00 and Ordinary Shanghai at Tls. 37.20 to Tls. 37.00, Ningpo Cotton at Tls. 36.50 to Tls. 36.00, Shensi No. 1 is quoted at Tls. 40.00 and Shensi No. 2 at Tls. 38.50.

Liverpool quotations are called by Reuter as follows:—Middling American at 22.23d., Egyptian Sakellaridis at 29.40d. and F. M. G. Bengal at 17.40d. per lb.

Local Yarn.—There has been a small business transpiring during the week for the Szechuen market, the turnover being principally on a cash basis market is steady but without any willingness on the part of buyers to increase their prices. Sales are reported as follows:—

12's.—200 Bales Teenkwan at Tls. 139.00, 200 Bales Pagoda (Heavy) at Tls. 141.00, 200 Bales Double Phoenix (Changchow Mill) at Tls. 137.00, 100 Bales Two Lions at Tls. 136.00.

14's.—450 Bales Four Hee at Tls. 144.50 to Tls. 145.00.

16's.—1,000 Bales Watermoon at Tls. 153.50.

20's.—1,000 Bales Five Men at Tls. 160.50 and 300 Bales same chop at Tls. 162.50, 200 Bales Man and Goats at Tls. 160.50, 300 Bales Waterman at Tls. 162.00.

Indian Yarn.—After an interval of several weeks the market has re-opened with sales of about 1,825 bales as follows:—

No. 10s.—125 Bales Central Indian at Tls. 127.00, 300 Bales Family at Tls. 134.00, 200 Bales Connaught at Tls. 134.00, 100 Bales Naranjee at Tls.

133.00, 50 Bales Pabney at Tls. 133.00, and 200 Bales Vase at Tls. 135.00.
No.—12s.—100 Bales China at Tls. 142.00, 200 Bales Currimboy at Tls. 141.00, 100 Bales Herald Office at Tls. 141.00, 150 Bales Moon at Tls. 142.00.
Japanese Yarn.—Market quiet steady, business to the extent of 2,000 Bales being reported in:—
No. 16s. 400 Bales Woman at Tls. 152.00, 300 Blue Fish at Tls. 154.00, 400 Bales Three Horses at Tls. 151.00, and 400 Bales Standing Horse at Tls. 151.00.
20s. 500 Bales Man and Fish at Tls. 161.00/163.00.

Rubber Outputs

	March	April
Alma	22,800	29,500
Amherst	3,353	3,384
Anglo-Dutch	82,500	77,000
Anglo-Java	187,000	162,000
Ayer Tawah	32,000	20,759
Batu Anam	28,527	17,723
Bukit Toh Alang	10,338	10,500
Bute	10,613	12,624
Chempedak	6,300	9,000
Chemor	15,126	14,753
Cheng	14,030	15,076
Consolidated	49,314	45,032
Dominion	36,109	36,377
Gula Kalumpung	62,400	68,800
Shipped to London	48,160	54,481
Java Consolidated	78,000	69,000
Kamunting	15,588	19,846
Kapala	7,752	8,350
Kapayang	—	—
Karan	6,070	7,687
Kota Bahroe	33,501	34,586
Kioowek	47,000	—
Langkat	70,181	58,751
Padang	20,600	19,000
Pernata	4,510	5,212
Tingkalen	5,473	9,224

Men-of-War in Port

Section	Date	From	Name	Rating	Tons	Guns	Man	Commander
BVIII	Apr. 22	Cruise	Chiyoda	Jap. g-b.	—	—	—	—
MMB	Apr. 22	Cruise	D de Lagree	Fr. g-b.	—	—	—	—
CNWP	Oct. 26	Cruise	Nightingale	Br. g-b.	—	—	—	—
PAOBI	—	Cruise	Villalobos	Am. g-b.	—	—	—	—

TSE SUN POULTRY FARM
HAIECHONG ROAD NORTH OF STONE BRIDGE
CHAPAI SHANGHAI

Fresh Table Eggs supplied every morning at 3 cts. each, carriage paid irrespective of quantity.

Manufacturers of Incubators, Brooders, and various up-to-date Poultry Appliances. Dealers in different Breeds of Fowls, Chicks, and Eggs for Hatching.

THE KAILAN MINING ADMINISTRATION

KAIPING Coal Coke

For all Industrial and Household Purposes

Offices: No. 1 Jinkee Road, Shanghai

THE CHINA PRESS MAIL SCHEDULE

SUNDAY, MAY 19, 1918

Date and Destination	Per	Chl.	Br.	USA	Rus.	Jap.	Reg.
Today							
Manila	..	..	..	..	..	..	..
River Ports	..	..	..	..	..	..	..
Peking and Tientsin (Every day)	..	..	..	..	..	..	..
Tientsin (Daily except Sunday)	..	..	..	..	..	..	..
Tomorrow							
Japan & America via Nagasaki	..	..	..	..	..	..	..
Russia via Siberia (Express)	..	..	..	..	..	..	..
Japan, Canada, U.S. & Europe	..	..	..	..	..	..	..
via Canada	..	..	..	..	..	..	..
Ronkone and Canton	..	..	..	..	..	..	..
Japan Ports	..	..	..	..	..	..	..
Japan, Canada, U.S. & Europe	..	..	..	..	..	..	..
Pinkow	..	..	..	..	..	..	..
Nin	..	..	..	..	..	..	..
Wellswell, Chetoo & Tientsin	..	..	..	..	..	..	..
Onsew and Tientsin	..	..	..	..	..	..	..
Poonchow	..	..	..	..	..	..	..
Tuesday, May 21							
Japan and U.S.A. via Moji	..	..	..	..	..	..	..
Wellswell, Chetoo & Tientsin	..	..	..	..	..	..	..
Japan Ports	..	..	..	..	..	..	..
River Ports	..	..	..	..	..	..	..
Wednesday, May 22							
Russia via Siberia (P. Train)	..	..	..	..	..	..	..
Amoy and Hongkong	..	..	..	..	..	..	..
Amoy, Hongkong and Canton	..	..	..	..	..	..	..
Thursday, May 23							
Japan and U.S.A. via Moji	..	..	..	..	..	..	..
Wellswell, Chetoo & Tientsin	..	..	..	..	..	..	..
Friday, May 24							
Japan, Canada, U.S. & Europe	..	..	..	..	..	..	..
via Canada	..	..	..	..	..	..	..
Saturday, May 25							
Japan & America via Moji	..	..	..	..	..	..	..

A Letters and boxes with declared value 3.30 a.m. Parcel post 4 p.m. and money orders 3 p.m. on previous day.
B Letters and boxes with declared value 5 p.m. Parcel post 4 p.m. and money orders 3 p.m. on previous day.
C Parcel post 5 p.m.
D Letters and boxes with declared value 7.30 p.m. Parcel post 4 p.m. and money orders 3 p.m. on previous day.
E Letters and boxes with declared value 7.30 p.m. Parcel post 4 p.m. and money orders 3 p.m. on previous day.
F Letters and boxes with declared value 7.30 p.m. Parcel post 4 p.m. and money orders 3 p.m. on previous day.
G Letters and boxes with declared value 7.30 p.m. Parcel post 4 p.m. and money orders 3 p.m. on previous day.
H Letters and boxes with declared value 7.30 p.m. Parcel post 4 p.m. and money orders 3 p.m. on previous day.
I Letters and boxes with declared value 7.30 p.m. Parcel post 4 p.m. and money orders 3 p.m. on previous day.
J Letters and boxes with declared value 7.30 p.m. Parcel post 4 p.m. and money orders 3 p.m. on previous day.
K Letters and boxes with declared value 7.30 p.m. Parcel post 4 p.m. and money orders 3 p.m. on previous day.
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S Letters and boxes with declared value 7.30 p.m. Parcel post 4 p.m. and money orders 3 p.m. on previous day.
T Letters and boxes with declared value 7.30 p.m. Parcel post 4 p.m. and money orders 3 p.m. on previous day.
U Letters and boxes with declared value 7.30 p.m. Parcel post 4 p.m. and money orders 3 p.m. on previous day.
V Letters and boxes with declared value 7.30 p.m. Parcel post 4 p.m. and money orders 3 p.m. on previous day.
W Letters and boxes with declared value 7.30 p.m. Parcel post 4 p.m. and money orders 3 p.m. on previous day.
X Letters and boxes with declared value 7.30 p.m. Parcel post 4 p.m. and money orders 3 p.m. on previous day.
Y Letters and boxes with declared value 7.30 p.m. Parcel post 4 p.m. and money orders 3 p.m. on previous day.
Z Letters and boxes with declared value 7.30 p.m. Parcel post 4 p.m. and money orders 3 p.m. on previous day.

Mails for Hankow close every day at 11.30 a.m. and 9 p.m. Registration at 11.30 a.m. and 8.30 p.m. and for Peking and Tientsin every day at 9 p.m. Registration at 5 p.m. at the Russian Post Office.

ICHIKI & COMPANY

Y. 36 North Szechuen Road.

Tel. North 2631

NEWLY ARRIVED SHEET MUSIC

La Serenata, by Paolo Tosti.

Volklied, by Johannes Brahms.

Abschied, by Robert Franz.

Elegie Melodie, by J. Massenet.

Gebet, by "Hugo Wolf."

Piano, Organ, Violin, Mandolin and other Musical Instruments

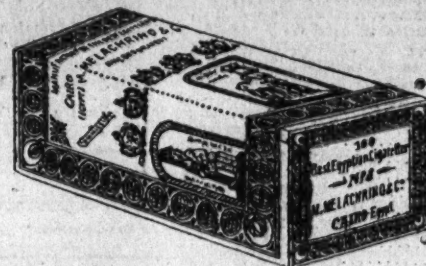
Launch Services

will leave the Custom's Jetty at 9 p.m.

Tuesday, May 21, 1918.

TOMORROW

The tender conveying passengers on board the C.P.R. s.s. Montague will leave the Custom's Jetty at 10 a.m.

"MELACHRINO"
Egyptian cigarettes

For the refined taste of the smoker who demands the best—famous the World over.



Tobacco Products Corporation,
86 Peking Road,
SHANGHAI.

SCIENTIFIC EYE-TESTING

Precise Duplicating Fine Repairing.

ACCURATE LENS GRINDING

Toric and Kryptok Lenses, Sun-glasses, Protection Goggles & Everything Optical
Special rate to Doctor's prescriptions

CHINESE OPTICAL COMPANY

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Branches: Peking, Tientsin, Hankow, Changsha, Hangchow

"STEP AHEAD"

IN STYLE AND COMFORT
SPRING AND SUMMER FOOTERY
FOR MEN AND WOMEN

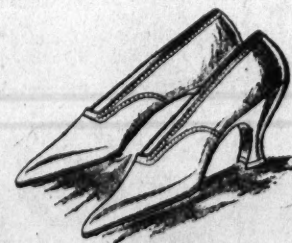


"THE CARLTON"

One of our latest fashions for men who want something distinctive. In black tan and Russia Cordo leathers.

"THE WALTZ"

A shapely pump with high arch slender heel and all the graces of the ideal of fashion. In white buckskin or canvas.



We are prepared to help you solve any footwear difficulties. Our expert and painstaking personal service of correct fitting is at your command.

PHOENIX, McCALLUM and
ONYX SILK HOSIERY

WALK-OVER SHOE STORE

"The Store Ahead"

17 NANKING ROAD

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DIFFUSION PLUS REFLECTION



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LIGHTING FIXTURES

FOR THE
OFFICE, STORE, HOME

ALL LARGE DEALERS WILL GLADLY DEMONSTRATE TO YOU HOW IT IS CHEAPER AND MORE EFFICIENT TO LIGHT BY THE BRASCOLITE, INDIRECT SYSTEM, THAN BY THE OLD BULB AND DROP CORD METHOD.

FINANCIAL AND COMMERCIAL NEWS

Chinese and Foreign Banking Announcements

Exchange and Bullion

Shanghai, May 18, 1915
Money and Bullion

Gold Dollars Bank's buying rate
@ 107 = Tls. 93.45
@ 7.34 = Mex. \$137.51
Mex. Dollars Market rate: 73.1025
Shanghai Gold Bars 978 touch Tls. 259
Bar Silver Tls.
Copper Cash per tael 1792
Sovereigns:
Buying rate @ 4/5 1/2 = Tls. 4.46
@ exch. 73.4 = Mex. \$6.05
Peking Bar
Native Interest 04

Latest London Quotations

Bar Silver 43 1/2
Bank Rate of Discount 5 1/2
Market rate of discount:—
3 m.s.
4 m.s.
6 m.s.
Exchange on Shanghai, 60 d.s.
Ex. Paris on London Fr. 27.25
Ex. N. Y. on London T.T. \$47.63
Consols 1

Exchange Opening Quotations

London T.T. 4/5 1/2
London Demand 4/6
India T.T. 29 1/2
Paris T.T. 61 1/2
New York Demand 61 1/2
New York T.T. 104 1/2
Hongkong T.T. 70 1/2
Japan T.T. 49
Batavia T.T. 21 1/2

Banks Buying Rates

London 4 m.s. Cds. 4/7 1/2
London 6 m.s. Cds. 4/8 1/2
London 6 m.s. Cds. 4/9 1/2
London 6 m.s. Cds. 4/10 1/2
Paris 4 m.s. Cds. 63 1/2
New York 4 m.s. Cds. 11 1/2

CUSTOMS HOUSE EXCHANGE

RATES FOR MAY
Ex. Tls. 4.45 @ 4/5 1/2 21
" 1 1/2 604 = Francs 6.73
" 0.85 @ 105 1/2 Gold \$1
" 1 1/2 491 Yen 2.36
" 1 1/2 15 Rupees 3.70
" 1 1/2 Roubles
" 1 1/2 1.50 Mex. \$1.50

BANK OF ENGLAND

Reserve's Service
London, May 16.—According to the latest returns, the bank of England rate of discount is 5%. The proportion of reserve to liabilities is 17%.

ASTOR HOUSE HOTEL, TIENTSIN.

Cable Address
ASTOR

The leading Hotel in Tientsin. Delightfully situated, facing Victoria Park, and located in the Centre of the Town's Life and Business.

Spacious and Luxurious Dining and Reception Rooms. Every Bedroom with private Bath & Toilet.

First Class Cuisine and Selected Cellar, under Foreign Supervision.

Central Heating, Electric Light, Modern Sanitary Arrangements.

Hotel Motor-Omnibus and Porters meet all Trains and Boats.

THE MANAGEMENT

China Mutual Life Insurance Co., Ltd.

We issue Policies in Sterling

Take advantage of the Exchange.

Telephone to us, Central 2601, or write to the Head Office,

10 Canton Road, Shanghai.

"BICKERTON'S" PRIVATE HOTEL

73, 74 and 75 Bubbling Well Road.

Seven minutes from Bund by tram.

Strictly first-class cuisine under the personal supervision of the proprietress. Separate baths, hot and cold water, electric light. Tel. W. 1271.

British-America Assurance Co.

Telephone No. 98

The undersigned, as agents for the above company, are prepared to issue policies against fire on buildings and native risk at current rates.

FRAZAR & CO.

21, 23 and 25 Bubbling Well Road.

Seven minutes from Bund by tram.

Strictly first-class cuisine under the personal supervision of the proprietress. Separate baths, hot and cold water, electric light. Tel. W. 1271.

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SHANGHAI BRANCH

3 Fochow Road

Capital (Paid-up) Yen 20,000,000.

Reserve 12,530,000.

Head Office: Tokyo, Japan.

President: Baron Takayasu Mitsui.

Branches:

Osaka, Nishi (Osaka), Kobe, Yokohama, Nagasaki, Moji, Fukuoka, Shimonoeki, Hiroshima, Kyoto, Nagoya, Fukagawa (Tokyo), Otaru.

Bankers:

London: Messrs. Barclays Bank, Ltd.

The London City and Midland Bank, Ltd.

New York: The National City Bank of New York.

The Guaranty Trust Co. of New York.

We transact a General Banking & Foreign Exchange Business

J. KENJOH, Manager.

Silk Market

Messrs. William Little and Co., write as follows in their report for week ending May 15:—
White Silk.—The market is very quiet.
Tussah Filatures.—Kung Kee Mars 1. Tls. 567 1/2.
Steam Filatures have been in demand at former rates.
Tussah Filatures & coc.—A small business has been done at former rates. Tls. 360 av. for Best. Tls. 335 for No. 1.

Share Market

Messrs. J. P. Bisset and Co., write as follows in their report for week ending May 16:—
Very little business has been transacted during the week and the tone of the market remains on the whole dull. The 13th, 14th and 15th inst. were treated as holidays on the exchange on account of the Spring Races.
There is no feature calling for special comment.

Stock Exchange

Transactions

Shanghai, May 18, 1915

TODAY'S QUOTATIONS

Official
Anglo-Javas Tls. 7.50
Kots Bahros Tls. 5.00
Padangs Tls. 12.00
Yangtzeppoo Cotton (ord.) Tls. 8.30
Shanghai Docks Tls. 114.50 Sept.
Unofficial
Shanghai Hotels 6% deba @ Tls. 50.00
Oriental Cotton Tls. 50.00
Oriental Cotton Tls. 49.75
Shanghai Docks Tls. 109.00 May

Sharebrokers' Association

Transactions

Shanghai, May 18, 1915

BUSINESS DONE

Official
Hall & Holtz @ \$13.50
Oriental @ Tls. 49.75 cash

行銀字中

Chung Foo Union Bank

(Established in 1917)

Statutes approved by the Government in 1916.

Head office: Tientsin

Subscribed Capital \$2,000,000

Paid-up Capital \$1,020,000

Managing Director: SUN TAO SAN

Branches & Agencies in Domestic Cities:

Tientsin Chinkiang

Shanghai Soochow

Peking Wushih

Hankow Hangchow

Nanking Ningpo

Yangchow Shaohsing

Haichow Canton

Pengpu Hongkong

Tsingtshanpu

Every description of Banking and Exchange business transacted.

Interest allowed on Current Accounts and Fixed Deposits both in Taels & Dollars according to arrangement.

Credits granted on approved securities.

Y. R. Sun, Manager.

T. D. Zar, Sub-Manager.

Telephone No. 2618 General Office.

Telephone No. 1929 Manager's Office.

Agencies & Correspondents in Foreign Countries:

London: International Banking Corp.

New York: " "

San Francisco: " "

Tokyo: Bank of Chosen.

Kobe: " "

Osaka: " "

Yokohama: Bank of Taiwan.

and also the other principal cities in Foreign Countries.

SHANGHAI BRANCH,

8441 Ningpo Road.

MITSUI BANK, LTD.

SHANGHAI BRANCH

3 Fochow Road

Capital (Paid-up) Yen 20,000,000.

Reserve 12,530,000.

Head Office: Tokyo, Japan.

President: Baron Takayasu Mitsui.

Branches:

Osaka, Nishi (Osaka), Kobe, Yokohama, Nagasaki, Moji, Fukuoka, Shimonoeki, Hiroshima, Kyoto, Nagoya, Fukagawa (Tokyo), Otaru.

Bankers:

London: Messrs. Barclays Bank, Ltd.

The London City and Midland Bank, Ltd.

New York: The National City Bank of New York.

The Guaranty Trust Co. of New York.

We transact a General Banking & Foreign Exchange Business

J. KENJOH, Manager.

Chartered Bank of India, Australia and China

Incorporated by Royal Charter 1853.

Capital \$1,300,000

Reserve Fund 2,000,000

Reserve Liability of Shareholders 1,300,000

Head Office:

33 BISHOPSGATE, LONDON, E. C.

Court of Directors:

Sir Montagu Cornish Turner, Chairman.

Sir Henry S. Cunningham, K.C.I.E.

T. Cuthbertson, Esq.

Sir Alfred Dent, K.C.M.G.

W. H. Neville Goschen, Esq.

The Rt. Hon. Lord George Hamilton, G.C.S.I.

W. Foot Mitchell, Esq.

Lewis Alexander Wallace, Esq.

Bankers:

The Bank of England.

The London City & Midland Bank Limited.

The London County and Westminster Bank Limited.

The National Provincial Bank of England, Limited.

The National Bank of Scotland, Limited.

Agencies and Branches:

Amritsar Illole Puket

Bangkok Ipoh Rangoon

Batavia Karachi Saigon

Bombay Klang Seremban

Calcutta Kobe Singapore

Canton Kuala-Lumpur Shanghai

Cebu Madras Sourabaya

Colon Malacca Taiping

Delhi Manila (F. M. S.)

Foochow Medan Tavey (Lower Burma)

Haiphong New York Tientsin

Hankow Peking Yokohama

Hongkong Penang

Shanghai Branch, 18 The Bund.

Drafts granted on the above Agencies and Branches and also on the principal Commercial Cities throughout the world. Bills of Exchange bought, Travelling Letters of Credit issued and every description of Banking and Exchange business undertaken.

Interest allowed on Current Deposit Accounts, according to arrangement.

Fixed Deposits are received for twelve months and shorter periods at rates to be ascertained on application.

A. I. D. STEWART, Manager.

BANQUE DE L'INDO-CHINE

Capital Frs. 48,000,000.00

Reserves Frs. 48,000,000.00

Successorales et Agences:

Bangkok Hanoi Saigon

Battambang Hongkong Shanghai

Canton Mengtze Singapore

Djibouti Noumea Tientsin

Douchery Peking Tourane

Haiphong Papote

Hankou Pnom-Penh

Bankers:

In France: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et Commercial; Societe Generale.

In London: The Union of London and Smith's Bank, Ltd.; Comptoir National d'Escompte de Paris; Credit Lyonnais.

This Shanghai Agency undertakes all banking operations and exchange business, grants credits on goods and approved securities and receives deposits on current and fixed deposits according to arrangement.

L. ARDAIN, Manager.

Banque Belge Pour L'Etranger

Filiale de la Societe Generale de Belgique

Societe Anonyme

Paid-Up Capital ... Frs. 30,000,000

Head Office: BRUSSELS.

London office: 3 Bishopsgate.

Branches at Peking, Tientsin, Alexandria, Cairo (Egypt) and Rotterdam.

President:

JEAN JADOT

Gouverneur Societe Generale de Belgique.

Branches:

London: Martin's Bank, Ltd.

Brussels: Societe Generale de Belgique.

Antwerp: Banque d'Anvers.

Paris: Banque de l'Union Parisienne, Societe Anonyme.

Lyons & Marseilles: Comptoir National d'Escompte de Paris.

New York: National City Bank of New York.

Interest allowed on Current Accounts Taels and fixed deposits according to arrangement.

Every description of banking and exchange business transacted.

M. DEMETS, Manager for China.

Hongkong & Shanghai Banking Corporation

Paid-up Capital \$15,000,000

Reserve Funds:—

Sterling £1,500,000 @ 2s. \$15,000,000

Silver 19,500,000

Special Reserve Fund \$1,898,933.68

Head Office: PEKING.

Branches and Agencies:

Peking Tientsin Shanghai

Tientsin Wuhu Ichang

Chungking Anking Changsha

Dahly Hangchow Nanchang

Moukden Ningpo Kiuksiang

Newchwang Nanking Foochow

Harbin Chinkiang Amoy

Kirin Soochow Canton

Tainan Soochow Hongkong

Chefoo Wushih Swatow

Tsingtau Yangchow Chungking

SHANGHAI BRANCH.

3 HANKOW ROAD.

Loans granted on approved securities. Local bills discounted.

Interest allowed on Tael Current Accounts at 2 per cent per annum.

Dollar Current Accounts at 1 per cent per annum, and on Fixed Deposits at the following rates:

For 3 months at the rate of 3 per cent per annum.

For 6 months at the rate of 4 per cent per annum.

For 12 months at the rate of 5 per cent per annum.

SUNG HAN CHANG, Manager.

Branches and Agencies:

Amoy Ipoh Peking

Bangkok Johore Penang

Batavia Kobe Rangoon

Bombay Kuala Lumpur Saigon

Calcutta London S. Francisco

Canton Lyons Shanghai

Colon Malacca Singapore

Foochow Manila Sourabaya

Hankow Nagasaki Tientsin

Harbin New York Tsingtau

Illole Yokohama

London Bankers:

London County and Westminster Bank, Ltd.

Shanghai Branch: 12, The Bund.

Sub-Agency: 9 Broadway.

Interest allowed on Current Accounts and on Fixed Deposits according to arrangement.

Local Bills Discounted.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London and the chief commercial places in Europe, India, Australia, Africa, China, Japan and America.

A. G. STEPHEN, Manager.

Russo-Asiatic Bank

Capital (fully-paid) 55,000,000

BUSINESS AND OFFICIAL NOTICES

The DAUGHTER OF Mme. ANGOT
(LA FILLE DE Madame ANGOT)

in aid of
ALLIED WAR FUNDS

under the Auspices of the
FRENCH A. D.-C.

Operette by Lecocq

1st. Performance Gala Night.
Thursday, 23rd May at 9 p.m.
Stalls and Dress Circle \$5.00
Pitt and Gallery usual prices

2nd. Performance
Saturday, 25th May, at 9 p.m.
usual prices.

Lyceum Theater
3rd. Performance
Tuesday, 28th May, at 9 p.m.
usual prices.

Booking Opens at MOUTRIE
& CO., on Monday, 20th
May at 8 a.m.

Russian Lady Dentist

Miss. A. Gauhan

26 Nanking Road,

Time 9-12 : 2-6

Tel. 1916.

17957

Peking Union Medical College
Premedical School

Announcements for the Academic Year 1918-19.

Curriculum: The Premedical School offers a three year course in the fundamental subjects which are prerequisite to the study of medicine. The curriculum includes courses in mathematics, physics, chemistry, biology, English, Chinese and German. The work in the second and third years is of the grade required in the first two years of the best American Universities. Student who completes the work of the Premedical School satisfactorily will be admitted to the first year of the Medical School without examination. **Medium of Instruction:** All courses except those in Chinese language and literature are conducted in English.

Entrance Requirements: Admission to the Premedical School is by examination. To be eligible for the entrance examinations, a candidate must be a graduate of an approved Middle School, and must possess a good working knowledge of English, both oral and written.

Advanced Standing: Admission with advanced standing will be granted to candidates who present suitable credentials showing the completion of one or more years of work of collegiate grade and who pass satisfactory examinations in the subjects for which credit is desired.

Examinations: Examinations for entrance and for advanced standing will be held at Peking, Shanghai and Canton, June 18 to 22, and August 27 to 31, 1918.

Calendar: The first semester opens Tuesday, September 17, 1918, and closes January 31, 1919. The second semester opens February 11, 1919 and closes June 30, 1919. The work of the Medical School will open in September, 1919.

Applications for admission to the entrance examinations and requests for further information should be addressed to

The Dean of the Premedical School,
Peking Union Medical College,
Peking, China.

17957

TENDERS FOR MECHANICAL EQUIPMENT

TSING HUA COLLEGE,
PEKING.

TENDERS will be received by Tsing Hua College for the (1) Heating and Ventilation (2) Plumbing and (3) Electrical Installations of the Auditorium and Science Building at Tsing Hua Yuan, Peking.

Plans and specifications may be had on the payment of an application fee of \$20 silver, Peking currency, to the Architect's Office, Tsing Hua College, Peking. Ten dollars will be refunded when the drawings and specifications are returned to the College.

Tenders will be opened on July 10 at 3 o'clock p.m. at TSING HUA YUAN.

17956

FAT PEOPLE

Reduce! Benefit your health!
We also cure Rheumatism and nervousness.

Turkish Bath and Massage Establishment.

PROF. I. K. SETO,
25 North Szechuen Road,
Phone N. 2763.

Eden Hospital

Dept. of Venereal Diseases
and Wassermann Laboratory

P372 Nanking Road

(opp. Lloyd Road)

Hours: 10-12; 2-4 Daily

Dr. JAMES YUKING, Supr.

MUNICIPAL NOTIFICATION

No. 2519.

REGISTRATION OF GERMAN AND AUSTRO-HUNGARIAN SUBJECTS.

(Amendment of Permit Condition No. 2.)

Notice is hereby given that Condition 2 of the permits issued to German and Austro-Hungarian Subjects in pursuance of the provisions of Municipal Notification No. 2466 has been amended to read as follows:—
"2. Commencing on Wednesday, May 8, 1918, the holder (if a male) is required to present himself in person twice weekly, on Wednesdays and Sundays, between the hours of 8 a.m. and 6 p.m. at the Police Station of his district in order to have his permit checked by the Police."

On and after Wednesday, May 8, all German and Austro-Hungarian male subjects of 16 years of age and upwards are therefore required to report to the Police twice weekly on Wednesdays and Sundays, instead of once weekly as at present and this Condition must be strictly observed.

By order,
N. O. LIDDELL,
Acting Secretary.
Council Room,
Shanghai, May 4, 1918.

17839

MASON & CO.

CONFECTIONERS

No. 90 BUBBLING WELL ROAD. (OPPOSITE RACE COURSE)

Fancy Cakes and Candies of French Style in All Descriptions

Telephone Central 3829

The Sparklis Aerated Water Factory, Ltd.

Factory:—No. 76 North Szechuen Road.

We manufacture the following varieties of Aerated waters:—
American Ice Cream Soda Pineapple Lemonade
Orangeade Raspberry Gingerale Sarsaparilla
Cream Lemon Lime Juice and Soda

PRICE:.....\$0.75 per dozen and \$0.50 per dozen for Soda water

to which should be added \$0.72 for the cost of the bottles which will be refunded on return of the empties.

The Water used in the Manufacture of our Aerated Waters is sterilized by the latest process "THE ULTRA VIOLET RAYS" which renders it absolutely GERM-FREE.

Order books, etc. on application

THE EASTERN SYNDICATE, General Managers.

Phone Central 3255. 125a Szechuen Road. 17832

MUNICIPAL NOTIFICATION

No. 2518. (Amended).
SPECIAL CONSTABLES.

THE Council invites applications from male residents of the Settlement of 21 years of age and upwards, who are not members of either the Volunteer Corps or the Fire Brigade, for enrolment for service under the Council as Special Constables.

Selected applicants, who will enter into agreements with the Council terminable upon one month's notice, will be required to attend periodical drills, to pass a course in the use of fire arms and to undertake such duty as may be assigned to them, entailing under normal circumstances night duty for two hours at a time twice a week, between 6 p.m. and 12 midnight.

Applications for enrolment should be made in writing marked "Special Constables" and addressed to the Captain Superintendent of Police at the Central Police Station.

By order,

N. O. LIDDELL,

Acting Secretary.

Council Room,
Shanghai, May 4, 1918.

18024

Depots are open for the sale of

MACHINE-MADE

ICE

at

Hongkew Market

Maloo Market

Wayside Market

62 Avenue Joffre

8 Thorne Road

69 Yangtzepoo Road

6-10 A.M. 4-6 P.M.

10 lbs. ICE will be given in exchange for a METAL CHECK.

CHECKS are now on sale at the COMPANY'S OFFICES:

8 Thorne Road

69 Yangtzepoo Road

20 CHECKS PRICE \$4.00

ICE Delivered, 2½ Cents per lb.

Arrangements regarding deliveries can only be made through

Head Office, 8 THORNE ROAD.

Shanghai Ice and Cold Storage Co., Ltd.

17714

HONMA HOSPITAL,

No. 4a Miller Road. Tel. North 2961.

Dr. T. YAMADA,

(former Assistant at the Imperial University at Tokio and Fukuoka.)

Internal Medicine, Children's Diseases

Dr. K. HONMA,

(former Assistant at the Imperial University at Fukuoka.)

Women's Diseases, Confinement, Surgery, Skin Diseases, Venereal Diseases

Chinese Telegraph Material Supply Department of the Ministry of Communications

TENDERS are invited for the supply of various kinds of materials, tools, etc., for TELEGRAPH use during the whole year.

All tenders shall close on the 31st of August, 1918.

Conditions governing tenders, Specifications, Requisition Sheets and other particulars may be obtained from the Head Office, No. 27 Markham Road, Shanghai, on payment of a fee of Mexican Dollars Ten (\$10) which shall not be returnable.

E. H. GOW,

Superintendent.

Shanghai, 10th May, 1918.

THE SAVOY HOTEL

No. 21 Broadway, corner Nanjing Road, Shanghai, China.

Special Musical Dinner and Dance

Every Evening

Music During Dinner, Dancing After Dinner.

Music by the Savoy Orchestra.

Special features this week:

THE MENDOZAS

The Popular Exponents of Fancy dancing

In the Tango-Boston Waltz, etc.

Dinner à la Carte or Table d'Hôte

Dainty Dishes a Specialty.

Tables or Private Dining Rooms reserved by request.

Telephone No. 2510.

IN THE UNITED STATES COURT FOR CHINA

In re Last Will and Testament of

ALFRED CARROLL HUNTER.

Deceased Cause No. 647.

NOTICE TO CREDITORS

Notice is hereby given to all parties interested that the undersigned has been appointed Special Administrator of the Estate in China of the above named decedent's estate; that all persons having claims against the said estate are required to present the same for payment, with vouchers, to the undersigned on or before November 5, 1918, and that all persons owing the said decedent are required to make payment to the undersigned.

AUSTIN EDMUND LOCKYER,

Special Administrator,

No. 12 Hankow Road,

Shanghai, China.

May 5, 1918. 17953

Restaurant

Regular Dinner from 7.30 to 9.30 p.m. High class meat and short orders served at all hours.

The Astor Grill Rooms

13-14 Broadway

ANTIMONY REGULUS

(99% Pure)

White oxide of Zinc and Antimony, Suitable for Paints.

Always in Stock.

Apply, HUPEH GOVERNMENT

SMELTING WORKS,

Wuchang.

Tel. address: "Hupehmine."

Passengers Arrived

Per C.N. s.s. Sungkang from Hongkong:—Messrs. D. Barclay and Hamilton.
Per C.N. s.s. Shuntien from Chefoo:—Mr. and Mrs. Lemerle.
Per I.-C. s.s. Luenwo from Hankow:—Messrs. A. J. T. Pike, Neal, Flewry and Oxley.

Sailed from Shanghai

For London, etc.:—Kilang Maru Apr. 17
For Liverpool:—Iyo Maru Apr. 6
Shidzuoka Maru May 10
For San Francisco:—China Apr. 13
Venezuela Apr. 27
Shinyo Maru Apr. 30
For Seattle:—Katori Maru Apr. 26
Manila Maru May 4
Suwa Maru May 19
For Vancouver:—Empress of Asia Apr. 13
For Marseilles, etc.:—Kishimayama Maru May 13
For Port Said:—Nishio Maru Apr. 27

Sicawei Weather Report

17.—The weather overcast with intermittent drizzle in the morning is gradually improving during the whole afternoon and clears up at night. The barometers are most unsteady in the North; the variations are, on the contrary very slight in our regions.
18.—Cloudy and misty but fine weather.

Saturday, May 18, 1918.

WEATHER 4 A.M. 9 A.M.

Bar. at Centg. mm. 759.21 759.61

Bar. at Centg. inches. 29.89 29.91

Variation for mm 24h +0.97 +0.47

Variation for mm 12h +0.14 -1.03

Wind—Direction SE SE

Wind—Kilom per hour 11 12

Wind—Miles 6.8 7.5

Temperature—Cen 15°2 19°2

Temperature—Fah 59.4 66.6

Humidity co. 86 76

Nebulosity 5-10 10 9

Rainfall mm — —

Rainfall inches — —

Amusements

Olympic Theatre

Sunday 19th May

SPECIAL CHAPLIN

Programme

THREE FUNNIEST

CHAPLIN COMEDIES

TWO PARTS EACH

CHAPLIN at WORK

CHAPLIN at the BANK

CHAPLIN SHANGHAIED

Prices: Stalls \$1.00

Dress Circle 1.50

Box Seats 2.00

MATINEE

Today

Prices As Above

Children 60 cts. and 40 cts.

Booking at Messrs. MOUTRIE & Co., Ltd.

AT THE Victoria Theatre

On May 19th and 20th

and Matinee on Sunday

The Popular Comedian

DONALD BRIAN

In a Diverting Famous Players

Comedy, Entitled

"THE SMUGGLER"

Other Pictures Showing

Paramount Pictograph

"The Wild and Woolly West"

Comedy.

"Pimple's Arm of the Law"

Comedy

Vessels In Harbor And At Woosung

Date	From	Ship's Name	Flag	Agents
Apr. 18	C'wangtao	Asaka Maru	Jap.	
Apr. 26	Japan	Agamenon		
Apr. 29	Japan	Capto		
May 10	Japan	Chiyoda Maru	Jap.	
May 16	Japan	Chiyu Maru		
May 16	Japan	Daiya Maru		
May 17	Japan	Fujisan Maru	Jap.	
May 17	Japan	Feiching	Chl. C.M.S.N. Co.	
May 17	Japan	Hanping	Chl. N.Y.P.I. Co.	
May 17	Japan	Kaifang	Chl. C.M.S.N. Co.	
May 17	Japan	Kango Maru	Jap.	
May 17	Japan	Paulicat		
May 17	Japan	Tseangtah	Br. C.L.M. Co.	
May 17	Japan	Taiten	Jap.	
May 17	Japan	Tokel Maru	Jap.	
May 17	Hongkong	Wingsang	Br. J.M. & Co.	
May 17	Chinwangtao	Yei Maru	Jap. K.M.A.	

AMUSEMENTS

Isis Theatre

Corner of Jukong and North Szechuen Rd.

MATINEE TODAY AT 3 P. M.

Showing THE GRAY GHOST

Episodes 8, 9 and 10

TONIGHT Our Exclusive METRO Feature

THE MASKED RIDER

Featuring HAROLD LOCKWOOD and MAY ALLISON

A very great picture in 5 supreme acts A. "METRO"

wonderplay brimful of thrills.



THE GREAT SECRET
Produced for the METRO PROGRAM
By The Serial Producing Co.
In 15 Episodes
Featuring
Francis X. Bushman and
Beverly Bayne
William Strong and Beverly Clark are in love....
The Secret Seven is plotting to ruin Strong financially and seize Beverly's fortune....
What is the supreme secret behind it all?
SEE THE STORY
ON MONDAY, 20th MAY
And Solve the Mystery

"THE ELDORADO"

3 Jukong Road.

High-class Vaudeville and Dance Hall!

"To complete a PERFECT-DAY" visit

"The Eldorado"

Come and be Entertained

by

The Williamson Troupe

7 Star Turns! 7

and

New Songs and Dances by

Miss Rigolette

GENERAL SHIPPING NEWS

Future Sailings

FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag	Agents
May 21	—	Vancouver	Monteagle	Br. C.P.R.	
May 25	—	Vancouver	Empress of Japan	Br. C.P.R.	
May 25	—	San Francisco	Euador	Am. P.M. S.S. Co.	
May 27	—	San Francisco	Korea Maru	Jap. O.S.K.	
June 10	—	Tacoma & Seattle	Arabia Maru	Jap. O.S.K.	
June 11	—	Tacoma & Seattle	Africa Maru	Jap. O.S.K.	
June 11	—	San Francisco	Siberia Maru	Jap. O.S.K.	
June 16	—	Seattle, etc.	Fushimi Maru	Jap. N.Y.K.	
June 22	—	San Francisco	Colombia	Am. P.M. S.S. Co.	
June 24	—	San Francisco	Kashima Maru	Jap. N.Y.K.	
June 30	—	Seattle, etc.			

FOR JAPAN PORTS

May 21	—	N'saki, Kobe & Osaka	Yamashiro Maru	Jap. N.Y.K.
May 21	—	Moji, Kobe & Osaka	Chikuzen Maru	Jap. N.Y.K.
May 25	—	Moji, Kobe & Osaka	Takekuma Maru	Jap. N.Y.K.
May 25	—	Kobe	Kamakura Maru	Jap. N.Y.K.
May 30	—	N'saki, Kobe & Y'hama	Chikugo Maru	Jap. N.Y.K.
June 1	—	Moji, Kobe & Osaka	Omi Maru	Jap. N.Y.K.

FOR EUROPE, INDIA, STRAITS, ETC.

—	London, etc.	Kaga Maru	Jap. N.Y.K.
—	London, etc.	Hirano Maru	Jap. N.Y.K.

FOR SOUTHERN PORTS

May 19	D.L.	Swatow & Hongkong	Kailong	Br. B. & S.
May 19	D.L.	Swatow, H'kong, C'ton	Wingsang	Br. B. & S.
May 19	—	Foochow	Haeen	Chl. C.M.S.N. Co.
May 20	4.30	Ningpo	Hsin Peking	Br. B. & S.
May 20	4.30	Ningpo	Hsin Ningbo	Chl. N.S.N. Co.
May 21	—	Hongkong & Manila	Fushimi Maru	Jap. N.Y.K.
May 21	4.00	Ningpo	Kiangtzen	Chl. C.M.S.N. Co.
May 21	D.L.	Hongkong & Canton	Sungkiang	Br. B. & S.
May 21	—	Foochow	Tungwah	Chl. C.M.S.N. Co.
May 21	D.L.	Amoy, H'kong & C'ton	Sunling	Br. B. & S.
May 24	—	Takao, F'chow, K'lung	Keelung Maru	Jap. O.S.K.
May 26	D.L.	Swatow & Hongkong	Yingchow	Br. B. & S.
May 31	—	Singapore	Mexico Maru	Jap. O.S.K.
June 1	—	Hongkong & Manila	Colombia	Am. P.M. S.S. Co.
June 11	—	Hongkong	Kashima Maru	Jap. N.Y.K.
June 16	—	Hongkong	Canada Maru	Jap. O.S.K.

FOR NORTHERN PORTS

May 19	—	Chefoo (direct)	Feiching	Chl. C.M.S.N. Co.
May 21	3.00	W'wei, C'foo & T'sin	Shuntien	Br. B. & S.
May 21	3.00	Dalny	Kobe Maru	Jap. S.M.R.
May 21	—	Chefoo & Tientsin	Hsinning	Chl. C.M.S.N. Co.
May 23	10.00	W'wei, C'foo & T'sin	Fengtien	Br. B. & S.
May 25	10.00	W'wei, C'foo & T'sin	Tungchow	Br. B. & S.
May 25	noon	Dairen (direct)	Sakaki Maru	Jap. S.M.R.
May 25	—	Tientsin, and Dalny	Suma Maru	Jap. O.S.K.
May 31	—	T'sin, Dalny, via T'iao	Kohoku Maru	Jap. O.S.K.

FOR RIVER PORTS

May 19	M.N.	Hankow, etc.	Kiangfoo	Chl. C.M.S.N. Co.
May 20	M.N.	Hankow, etc.	Kianghsin	Chl. C.M.S.N. Co.
May 20	M.N.	Hankow, etc.	Luenwo	Br. J.M. & Co.
May 20	M.N.	Hankow, etc.	Suwa Maru	Jap. N.Y.K.
May 21	M.N.	Hankow, etc.	Suwo	Br. J.M. & Co.
May 21	M.N.	Hankow, etc.	Luenyi	Br. B. & S.
May 21	noon	Wuhu	Holhow	Br. B. & S.
May 21	M.N.	Hankow, etc.	Tafoo Maru	Jap. N.Y.K.
May 22	M.N.	Hankow, etc.	Ngankin	Br. B. & S.
May 24	M.N.	Hankow, etc.	Tatung	Br. B. & S.
May 25	M.N.	Hankow, etc.	Wuchang	Br. B. & S.

*A.M. M.N.—MIDNIGHT. D.L.—DAYLIGHT.

Arrivals

Arrived	From	Ship's Name	Flag	Agents
May 18	—	Ningpo	Kiangtzen	Chl. C.M.S.N. Co.
May 18	—	Chefoo	Shuntien	Br. B. & S.
May 18	—	Hongkong	Suwa Maru	Jap. N.Y.K.
May 18	—	Japan	Yamashiro Maru	Jap. N.Y.K.
May 18	—	Japan	Pudo Maru	Jap. N.Y.K.
May 18	—	Hankow	Kianghsin	Chl. C.M.S.N. Co.
May 18	—	Hankow	Tachang Maru	Jap. N.Y.K.
May 18	—	Hankow	Luenwo	Br. J.M. & Co.
May 18	—	Chefoo	Kiangtzen	Br. J.M. & Co.
May 18	—	Hongkong	Sungkiang	Br. B. & S.

Departures

Date	For	Ship's Name	Flag	Agents
May 19	M.N.	Hankow, etc.	Siangyang Maru	Jap. N.Y.K.
May 19	M.N.	Hankow, etc.	Poyang	Br. B. & S.
May 19	10.00	W'wei, C'foo & T'sin	Shengking	Br. B. & S.
May 19	4.00	Newchwang	Singan	Br. B. & S.
May 19	—	Chefoo & Tientsin	Hsinfung	Chl. C.M.S.N. Co.
May 19	M.N.	Wenchow	Tachang	Chl. C.M.S.N. Co.
May 19	—	N'saki, Kobe & Y'hama	Tategami Maru	Jap. N.Y.K.
May 19	—	Moji, Kobe and Osaka	Omi Maru	Jap. N.Y.K.
May 19	—	Ningpo	Kiangtzen	Chl. C.M.S.N. Co.

Vessels Loading

For River Ports

HANKOW AND PORTS.—The Str. Kiangfoo, Captain J. M. Johnneasen, will leave on Sunday night. For Freight or Passage apply to C.M.S.N. Co.

HANKOW AND PORTS.—The Indo-China Steam Navigation Co.'s Str. Luenho, tons 2,568 Captain Jackson, will leave on Monday, May 20, at about 12 o'clock midnight. For Freight or Passage, apply to Jardine, Matheson & Co., Ltd., General Managers Tel. No. 240. Freight Tel. No. 250.

HANKOW AND PORTS.—The Str. Kianghsin, Captain J. R. Milligan, will leave on Monday night. For Freight or Passage apply to C.M.S.N. Co.

HANKOW AND PORTS.—The Co's Str. Tachang Maru, Captain H. Yamashita, will be despatched from N.Y.K. Footing Wharf on Monday, May 20, at about 12 o'clock midnight. For Freight and Passage apply to The Nishin Kisen Kaisha, No. 5 The Bund. Tel. No. 3256.

HANKOW AND PORTS.—The Indo-China Steam Navigation Co.'s Str. Suwo, tons 2,671 Captain Sellar, will leave on Tuesday, May 21, at about 12 o'clock midnight. For Freight or Passage, apply to Jardine, Matheson & Co., Ltd., General Managers Tel. No. 240. Freight Tel. No. 250.

HANKOW AND PORTS.—The Co's Str. Tafoo Maru, Captain S. Hosokawa, will be despatched from N.Y.K. Footing Wharf on Tuesday,

May 21, at about 12 o'clock midnight. For Freight and Passage apply to The Nishin Kisen Kaisha, No. 5 The Bund Tel. No. 3256.

HANKOW AND PORTS.—The China Navigation Co.'s Steamer Luenyi, Captain Fraser, will leave from the French Bund on Tuesday, May 21, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield & Swire, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW AND PORTS.—The China Navigation Co.'s Steamer Ngankin, Captain Newcomb, will leave from the French Bund on Wednesday, May 22, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield & Swire, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW AND PORTS.—The China Navigation Co.'s Str. Tatung, Capt. C. Williams, will leave from the French Bund on Friday, May 24, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield & Swire, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

For Southern Ports

SWATOW & HONGKONG.—The China Navigation Co.'s Str. Kailong, Capt. E. J. Pottinger, will leave from the French Bund on Sunday, May 19, at daylight. For Freight or Passage, apply to Butterfield & Swire, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

FOOCHOW.—The Str. Haeen, Captain F. H. Wallace, will leave on Sunday morning. For Freight or Passage apply to C.M.S.N. Co.

NINGPO.—The China Navigation Co.'s Str. Hsin Peking, Captain A. Scott, R.N.R. will leave from the French Bund on Monday, May 20, at 4.30 p.m. For Freight or Passage, apply to Butterfield & Swire, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

FOOCHOW.—The Str. Tungwah, Captain C. Smith, will leave on Tuesday morning. For Freight or Passage apply to C.M.S.N. Co.

HONGKONG & CANTON.—The China Navigation Co.'s Steamer Sungkiang, Captain Trowbridge, will leave from the French Bund on Tuesday, May 21, at daylight. For Freight or Passage, apply to Butterfield & Swire, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

AMOI, HONGKONG & CANTON.—The China Navigation Co.'s Str. Sunning, Captain W. L. Jones, will leave from the French Bund direct for the above ports on Thursday, May 23, at daylight. For Freight or Passage, apply to Butterfield & Swire, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

SINGAPORE.—The Str. Mexico Maru, Capt. K. Komiya, will be despatched from the Co's Yangtzepoo wharf on May 31 at — on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha, No. 4 The Bund. Tel. No. 4234 and 4235.

HONGKONG.—The Str. Canada Maru, Capt. Y. Yamamoto, will be despatched from the Co's Yangtzepoo wharf on June 16, at — on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha, No. 4 The Bund. Tel. No. 4234 and 4235.

For Northern Ports

CHEFOO DIRECT.—The Str. Feiching, Captain A. B. Baines, will leave on Sunday morning. For Freight or Passage apply to C.M.S.N. Co.

CHEFOO and TIENSIN.—The Str. Hsinning, Capt. H. Mackinnon, will leave on Tuesday morning. For Freight or Passage apply to C.M.S.N. Co.

WEIHAIWEI, CHEFOO & TIENSIN.—The China Navigation Co.'s Steamer Shuntien, Capt. Northcote, will leave from the French Bund on Tuesday, May 21 at 3 p.m. For Freight or Passage, apply to Butterfield & Swire, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

WEIHAIWEI, CHEFOO & TIENSIN.—The China Navigation Co.'s Steamer Fengtien, Captain Harris, will leave from the French Bund on Thursday, May 23, at 10 a.m. For Freight or Passage, apply to Butterfield & Swire, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

WEIHAIWEI, CHEFOO & TIENSIN.—The China Navigation Co.'s Steamer Tungchow, Captain Bennett, will leave from the French Bund on Saturday, May 25, at 10 a.m. For Freight or Passage, apply to Butterfield & Swire, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

TIENSIN, DAIREN and TSINGTAO.—The Str. Suma Maru, Capt. N. Iwanatsu, will be despatched from the Co's Yangtzepoo wharf on May 28 at — on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha, No. 4 The Bund. Tel. No. 4234 and 4235.

For Foreign Ports

TAKOMA & SEATTLE CALLING AT VICTORIA B. C. via NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU & YOKOHAMA.—The Osaka Shosen Kaisha's Steamer Arabia Maru, Captain H. Nagata, will be despatched on Monday, June 10, Through Bills of Lading are granted for American ports and overland points connecting with the Chicago, Milwaukee & St. Paul Railway Co., at Seattle and Tacoma. Consular invoices must accompany overland shipment. The steam-launch conveying passengers on board will leave the Custom's jetty at — on the same day. For Freight or Passage, please apply to The Osaka Shosen Kaisha, No. 4, The Bund. Tel. No. 4234 and 4235.

TAKOMA & SEATTLE CALLING AT VICTORIA B. C. via NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU & YOKOHAMA.—The Osaka Shosen Kaisha's Steamer Africa Maru, Captain H. Yamamoto, will be despatched on June 10, Through Bills of Lading are granted for American ports and overland points connecting with the Chicago, Milwaukee & St. Paul Railway Co., at Seattle and Tacoma. Consular invoices must accompany overland shipment. The steam-launch conveying passengers on board will leave the Custom's jetty at — on the same day. For Freight or Passage, please apply to The Osaka Shosen Kaisha, No. 4, The Bund. Tel. No. 4234 and 4235.

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The steamers Wuchang and Chungking are specially fitted to handle heavy lifts, &c. but have no accommodation for Foreign passengers. Regular sailings every Tuesday, Wednesday, Friday and Saturday and every third Monday and Thursday.

For WEIHAIWEI, CHEFOO and TIENSIN (and Peking via Tientsin).—S.S. Tungchow, Fengtien, Shuntien and Shengking.—Sailing from the French Bund, Regular sailings every Tuesday and Saturday and every alternate Thursday.

For AMOI, SWATOW, HONGKONG, and CANTON S.S.—Suiyang, Sunning, Sinking, Yingchow, Sungkiang and Kailong.—Sailing from the French Bund. Weekly service every Thursday to Amoy and every Sunday to Swatow. Connections at Hongkong with services to Philippines and Australian ports will be advised upon application. Regular sailings every Tuesday, Thursday and Sunday mornings.

For NINGPO.—S.S. Hsin Peking.—Sailing from the French Bund, Regular sailings every Monday, Wednesday and Friday at 4.30 p.m. The above steamers have Electric Light throughout and are fitted with Electric Fans and Steam Heaters in State Rooms and Dining Saloons, and are otherwise completely equipped for the comfort and convenience of Passengers.

For further particulars regarding Sailings, Passage Rates, &c. see "THE TAIKOO SHIPPING GAZETTE" obtainable from the Under-signed, or from The International Sleeping Car and Express Trains Co. (Astor House), or from Messrs. Thomas Cook & Son, Russo-Asiatic Bank Buildings, 15 The Bund.

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"AFRICA MARU" ... (18,000 tons) Capt. H. Yamamoto, June 9, June 10

For Singapore

"MEXICO MARU" ... (12,000 tons) Capt. K. Komiya, May 29, May 31

For Hongkong

"CANADA MARU" ... (12,000 tons) Capt. Y. Yamamoto, June 15, June 16

CHINA COASTING LINE

For Foochow, Keelung and Takao arr. leave.

"KEELUNG MARU" ... (1,559 tons) Capt. S. Imai, May 22, May 24

For Tientsin and Dairen arr. leave.

"SUMA MARU" ... (1,537 tons) Capt. N. Iwanatsu, May 26, May 28

For Tientsin, Dairen and Tsingtao

"KOHOKU MARU" ... (2,610 tons) Capt. S. Ohba, May 29, May 31

The Company also run numerous steamers from Japan to South America, Australia, India, China, Korea, Vladivostok and also between the Principal Ports in Japan.

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*Monteagle calls at Moji.

For further information regarding passenger fares, sailings, etc. apply to

G. M. JACKSON
General Agent, Passenger Department, 19-A The Bund, Palace Hotel Building.
Tel. Central 182.

For through bills of lading, quotation of freight rates, etc. apply to
L. E. N. RYAN, Agent,
Corner Peking and Yuen Ming Yuen Roads.
Tel. Central 181.

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AMERICAN LINE

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FUSHIMI MARU	21,000	Capt. T. Iwasawa	June 16
KASHIMA MARU	19,000	Capt. I. Tawara	June 30

SHANGHAI-YOKOHAMA LINE

(Via Nagasaki, Moji and K-be.)

YAMASHIRO MARU	7,000	Capt. Y. Nakajima	May 21
TATEGAMI MARU	5,000	Capt. Y. Tsuruhashi	May 28
CHIKUGO MARU	5,000	Capt. K. Soida	May 30

SHANGHAI, MOJI, KOBE AND OSAKA LINE

CHIKUZEN MARU	5,000	Capt. N. Nojima	May 22
CHIKUSHI MARU	4,500	Capt. A. Nakamata	May 25
OMI MARU	7,000	Capt. M. Machida	June 1

FOR JAPAN

KAMAKURA MARU	12,500	Capt. C. Shirai	May 28
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KOBE TO SEATTLE

KAMO MARU	16,000	Capt. R. Shimidzu	May 31
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FOR HONGKONG

KATORI MARU	19,000		June 25
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FOR MANILA AND HONGKONG

FUSHIMI MARU	21,000		May 21
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Tel. Address: Yusen, Shanghai.

DEBATE REOPENED ON PRISONER EXCHANGE

(Reuters Agency War Service)
London, May 18.—In the House of Lords yesterday Lord Newton, referring to the Franco-German Agreement regarding the exchange of prisoners of war mentioned yesterday, disputed the contentions that we should act in a similar manner to the French Government. He took upon himself yesterday to suggest that some form of exchange might be found advisable by the Government and made a somewhat vague suggestion in that connection, but the War Cabinet must decide the matter.

He said that one point of acute controversy between the British and German Governments related to men of the merchant service captured on armed vessels, whom Germany was unwilling to treat as civilians. The Admiralty was not prepared to allow German merchant seamen to leave Great Britain until the matter had been satisfactorily cleared up.

There were 3,750 British civilians prisoners in Germany, including 2,650 seamen, while there were 21,000 German civilian prisoners in Great Britain. If an arrangement was possible whereby the prisoners of the two belligerents could be exchanged, the bargain would be perfectly fair because the numbers would be about equal.

The Press Bureau announced: In order to correct a misapprehension, it is officially stated that the Government has for a considerable period advocated the release of combatant prisoners of war fit for military service for internment in a neutral country but not for their repatriation. It has been only possible to apply this policy to officers and non-commissioned officers because Germany hitherto has refused to extend it to privates.

With regard to the repatriation of combatants fit for military service His Majesty's Government has always acted in consultation with its Allies.

The Times, commenting on Lord Newton's announcement, said that the Government for failing to keep in touch with France and Italy on this very important question and holds the War Office mainly responsible for "another very lamentable failure of co-operation with our Allies."

It tells the Government no longer to withhold the evidence of the suffering of prisoners collected by British officers from Germany now in Holland, who have spared no effort to stir up the country to demand more energetic action. The Times says that it has been thought here that conditions have lately improved but letters from officers prove that the British prisoners in many camps in Germany are subjected to calculated inhumanity in pursuance of a deliberate policy of vindictiveness. The least evil is insufficient and bad food. The letters of officers contain proofs of the sick being driven to work, of foully deficient sanitary conditions, of medical attention brutally denied, of men bullied and beaten by German officers and also by their guards, and of deliberate murder in many cases.

The Times concludes: "The country has shown great patience with regard to the policy of this and the preceding Government in this matter. Plainly the time for patience has now passed and the case for action is overwhelming in view of what France has done."

American Woman's Club Ends Season Tuesday

Annual Business Meeting To Be Held At Carlton At 4 p.m.

The American Woman's Club will hold the last meeting of the season at the Carlton Tuesday afternoon. It will be the annual business meeting of the organization and several important measures are up for consideration. A full membership attendance is desirable and, owing to the nature of the program, it is preferable that no guests be asked. One of the matters to be considered will be the Club's annual garden party.

Tea will be served at 4 p.m. and the business will begin at 4.30. The Executive Board of the Club will meet at the Carlton at 3.30 o'clock Tuesday.

It is also announced that there will be an important meeting of the Social Service Department tomorrow afternoon at 2.30 o'clock in the Library rooms at the Carlton for the purpose of discussing plans for the ensuing year. Every member of the Department is requested to be present and to bring a written outline of work proposed. All Club members interested in the work are invited.

American Labor Men Entertained By King

(Reuters Agency War Service)
London, May 18.—The King and Queen today gave a reception at Buckingham Palace to the American labor delegates.

His Majesty, welcoming the delegates, hoped that the opportunities they had of judging the war efforts of Great Britain would enable them to assure the people of the United States that we are doing and mean to continue to do our utmost.

The King said he trusted that the delegates would be able to give a satisfactory report of the manner in which British women have come forward to replace the men and how efficiently they are carrying on. "It has always been my dream, which the war has fulfilled, that the British and American nations should work together in close and harmonious relation towards the ideals of progress and civilization common to both peoples," he hoped that after the war they would continue to stand together.

Mr. McCormick, one of the delegates, assured the King that the delegation had been impressed with the magnitude of Great Britain's effort and said that America would not be behind her in her contribution to the common cause.

German Flyer Bombs A Belgian Hospital

(Reuters Agency War Service)
London, May 18.—A Belgian official communiqué reports: An enemy aviator has dropped four bombs upon the hospital at Soogstad.

The artillery action assumed a lively character, especially in the region of Pilkem.

'War To The Death' Is Taft's Keynote

Former President In Address Pleads For American Army Of 5,000,000

(Reuters Agency War Service)
Philadelphia, May 18.—"War to the death" was the keynote of the speech made by ex-President Taft at the opening of the Win-the-War Convention of the League to Enforce Peace, at which 4,000 prominent men from all parts of the country were present.

Mr. Taft pleaded for a fighting army of 5,000,000. He outlined in eloquent terms the situation which would arise if Germany is not defeated or the blood-stained Christian provinces of Turkey not liberated.

AS TOKIO VIEWS IT

(Reuters Agency War Service)
London, May 18.—The Tokyo correspondent of the Times cables that reports of the pending China-Japanese Agreement have provoked excitement among the Chinese students here. The Japanese authorities have persuaded the students not to return to China.

The principals of ten Chinese schools waited on the Minister of Education and the Minister of Foreign Affairs, when Baron Goto issued a memorandum stating that the military entente now being discussed between Japan and China chiefly aimed at the maintenance of the peace of the Far East and the integrity of China against the advancing German menace, particularly in Siberia. "The so-called entente cannot include other conditions beyond the above, which we are unable to disclose in view of future military operations against the enemy."

MAURICE PRAISES FOCH

(Reuters Agency War Service)
London, May 18.—Major General Maurice, in an article in the Daily Chronicle, pays a tribute to Generalissimo Foch. He appeals to the British public to remember, when they see our huge casualty lists, that the German blow was designed to fall on the British and that General Foch's task is, while giving us the necessary support, to watch the enemy reserves and surmise his own. "General Foch assumed his functions when the battle was at its height and the menace against Amiens very real, yet the enemy has been checked, the Allied armies remain in direct touch and Amiens is still in our hands."

General Maurice says that he has met General Foch three times since the German offensive. Each time he was younger, more vigorous and more confident. "General Foch may be trusted to remain on the defensive not an hour longer than prudent generalship demands."

FIGHTING IN PROGRESS AT HENGCHOW IN HUNAN

Result Not Yet Known; North Rushing Fengtien Troops Into Battle

(Reuters Pacific Service)
Peking, May 17.—A report from Changsha states that fierce fighting has occurred during the past two days in the vicinity of Hengchow, the result of which is not yet known. Reinforcements of Fengtien troops are being hastened to the spot.

Meanwhile the situation in Western Hunan is reported to be more favorable to the Central Government since the arrival of considerable reinforcements and the commanders of the Government troops in this region are confident of their ability to recapture Changteh.

A regiment of Kiangsu troops commanded by General Li Shih-fun has arrived at Kiungling in order to reinforce the Kiangsi troops.

A telegram from Amoy states that most of the Chekiang troops despatched to southern Fukien are concentrated at Hailong, from which point, with the Fukienese, they will march on Chaoan.

Up to the present the main body of the Fukienese have been occupying a strong position at Shanghai but since the arrival of the Chekiang they will proceed to Yunsu via Yungtung and Pingho.

Meanwhile the rebels at Chaochow and Meiling are strenuously preparing to meet the attack and they have received large reinforcements from Huichow.

It is stated that Tschun Li Hou-chi does not wish to advance against the rebels before the arrival of the brigade of Fengtien troops promised by Chang Tso-lin. Up to the present these have not been despatched and, besides urgently telegraphing, Tschun Li Hou-chi has appointed a high military officer to proceed to Fengtien to urge Chang Tso-lin to fulfil his promise.

Britain Not Planning To Change Command

(Reuters Agency War Service)
London, May 18.—In the House of Commons, in reply to a question asked by Mr. R. L. Outhwaite, Mr. A. Bonar Law stated that no change had occurred or was contemplated in the High Command in France. He strongly deprecated such questions which he declined to answer in future.

HARBIN MURDER EXPLAINED

(Reuters Pacific Service)
Harbin, May 17.—It is understood that the murder of the schoolmaster Umansky was an act of private vengeance committed by the brother of an officer whom Umansky had previously denounced to the Bolsheviks and who had been shot by them. The murderer had nothing to do with local political or military organizations. He fled to Siberia after the deed. There was a partial strike yesterday but work has now been resumed.

No Chief Named For British Home Forces

(Reuters Agency War Service)
London, May 18.—In the House of Commons today Mr. J. I. Macpherson, Deputy Secretary for War, stated that no successor to Lord French as Commander-in-Chief of the Home Forces had been appointed.

Mr. David Davies: "Is the appointment of Sir Ian Hamilton contemplated?"

Mr. J. I. Macpherson replied: "I can add nothing to my answer."

CURZON'S VIEW OF PEACE

(Reuters Agency War Service)
London, May 18.—Speaking at the luncheon given by the Foreign Press Association in London, the Chairman paid a tribute to Earl Curzon as one of the great men who had shaped the destinies not only of India but of the Empire.

Earl Curzon said that the peace for which we are fighting must satisfy three conditions. It must be just and honorable and ensure the security of the world for generations from the horrors of future wars. He hoped neither the Allies nor neutrals would ever subscribe to the doctrine that an unjust peace was preferable to a just war as the former would be the precursor of new and worse wars and be a victory for crime and a justification for renewed crime in the future.

Earl Curzon said it was useless to discuss the details of peace terms at present as the voice of the guns drowned all else. The issue was becoming plainer every day. The duty of the Allied press was to show to our enemies that not only the Allied armies, navies and governments but the peoples of the whole civilised world were against them.

NEW BRIDGE ACROSS SUEZ

(Reuters Agency War Service)
Cairo, May 18.—The swing-bridge across the Suez Canal at Kantara will be completed on the 15th and will afford direct railway communication between Cairo and Palestine.

Fighting In West Is Chiefly In Air

(Continued from Page 1)
flank-turning movement. So certain was the High Command of success that the Kaiser came to the Yser to witness the battle, having in his pocket the "Eicheulaus," the next highest German decoration to the Order pour le Merite, which he designed to bestow upon the general directing the attack. But when the Kaiser left the Yser the Eicheulaus still tinkled in his pocket.

Leave has been opened in the German 4th Army to farmers and agricultural laborers. It is remarkable how popular the cry of back to the soil has become.

A German official communiqué reported by wireless yesterday: During the repulse of an attack made by the enemy northward of Kemmel a limited breach in our foremost lines remained.

Field Marshal Sir Douglas Haig reported last evening: Aviation.—We brought down eight aeroplanes on Tuesday and drove down another. Two of ours are missing.

Bombing continued actively during the night. Twelve tons were dropped on Menin, Chaulnes and Peronne and also on the station and billets at Bapaume, the billets south of the Somme and the Docks at Bruges. All our machines returned. On Wednesday we made a successful raid on the railway station and sidings at Thionville, dropping twenty-four heavy bombs. Bursts were observed on the sheds, track and furnaces. We hit the Carlschutte factory, alongside the railway, four times. All our machines returned despite heavy anti-aircraft fire.

French Take Prisoners

Field Marshal Sir Douglas Haig reported last evening: The French captured prisoners and successfully advanced their line in local fighting northward of Kemmel.

Reuter's correspondent at French headquarters yesterday, describing the German attack on the Belgian front on April 17 in the region of Martvevaart, says that although the Germans were in the proportion of three to one, the Belgian division holding the sector defeated the enemy, without calling for reinforcements from any quarter, in two hours.

The Germans advanced 1,200 yards along the Ypres-Dixmude Road as far as Martvevaart Bridge, where they were held up by the Belgian artillery batteries. Then the Germans were counter-attacked on their front and flank by the Belgian infantry. Cut off from their reserves by the artillery barrage, they had no choice but death, or capture. The Belgian victory was complete. The enemy lost 3,000 men besides 800 prisoners and 100 machine-guns. They are not likely to repeat the experiment.

An American official communiqué last evening reported: There has been a marked increase of reciprocal artillery north of Toul and in Lorraine.

Two American airmen felled three German machines on Wednesday.

Reuter's correspondent at British headquarters reported last evening: The French have retaken Hill 44, a little eminence south of Dickebusch Lake, commanding good observation over the flat country north of the Mount-de-Cats chain of hills. The French counter-attack developed into a prolonged and desperate struggle, the fighting continuing in this region throughout this morning.

The Germans had tried several times previously to take this hill before they succeeded in pressing back the French by weight of numbers on the 13th.

On the whole battlefield the weather has changed and the blue, sunny sky is adorne with our airmen.

French Bag Airmen, Too

Paris, May 18.—The official communiqué issued this evening reports: There has been marked reciprocal artillery activity north and south of the Avere.

Eighteen enemy aeroplanes were brought down yesterday and four captive balloons set on fire.

The official communiqué issued this afternoon reports: There has been a fairly lively artillery duel in the Halles-Castel sector.

The evening of May 14 reports: There has been great reciprocal artillery activity north of the Avere. Two German aeroplanes were brought down on the 12th and two on the 14th.

One of our squadrons dropped 7,000 kilograms of projectiles on the railway station at Chatelet-sur-Return.

The enemy bombarded the region of Dunkirk doing slight damage but obtaining no victims.

BRITISH SUBMARINES BLOWN UP IN BALTIC

(Reuters Agency War Service)
London, May 18.—Reuter's Agency learns that all the British submarines in the Baltic were blown up before the Germans could get them. The officers and crews were safely landed. The Admiralty issues the following communiqué: The seven British submarines which remained in Russian waters were destroyed by order between the 3rd and 8th of April owing to the German naval forces approaching Hangoe and none of them fell into the hands of the enemy.

The guns in the vicinity of Hangoe had already been dismantled. The Russians retreated after blowing up their four American submarines.

The crews of the British submarines were removed to Petrograd. The Russian Admiral rejected the proposal to block the harbor by sinking ships in the entrances, but the destruction of the British submarines had the excellent effect of inducing the crews of the whistler submarines, would have fallen into the hands of the enemy.

Population Of Trieste Suffers Acute Distress

Public Appeal For Succor Declares People Face Death By Starvation

(Reuters Agency War Service)
Rome, May 15.—The gravity of the internal conditions in Austria is made evident by the situation in Trieste, which, before the war, was among the richest of the Austrian towns, rivaling in wealth and comfort Genoa and Marseilles.

All classes of the remaining population in Trieste recently held a meeting demanding succor. The notice calling the meeting, which was passed by the censor, is eloquent of the prevailing distress.

"Trieste is without reserves or resources. We refuse to die of starvation. Even people who were rich before the war now live by begging from public charity. Malnutrition and hunger prevent workers doing their daily task and they do not produce even half their output before the war. The statistics of the sick and dead are terrifying, but the city declines to become a cemetery. If the Government does not provide for the inhabitants they will not die of starvation but will prefer any other death."

Belgians Tempted To Cease Fighting

Take Prisoners To Their Families And Argue With Them To Give Up

(Reuters Agency War Service)
Paris, May 15.—General Gillain, Chief of Staff of the Belgian Army, in an interview shows the propaganda methods employed by the Germans to get the Belgian army to desert peace.

Belgian prisoners are taken to their families and, for a few moments, allowed to abandon themselves to domestic joys. Photographs of these meetings are distributed in large numbers in the Belgian lines with the words "Give up fighting and go home to your families. Then you will be happy." General Gillain says such temptations are constantly repeated. For four years the Belgian soldiers have been exiled and separated from their wives and families, without news of their dear ones and knowing full well that the latter are the uncaring object of the machinations of the treacherous and hateful enemy. Nevertheless their confidence in the future is unbounded.

All Of Bes'arabia Will Go To Rumania

(Reuters Agency War Service)
London, May 18.—A telegram from Bucharest says that the Rumanian Premier, M. Marghiloman, states that Bes'arabia in its entirety, except for a slight rectification of the Northern frontier, will be joined to Rumania.

JOY-RIDE ENDS FATALLY

A Chinese chauffeur was killed, his assistant injured and a Packard automobile owned by Mr. S. J. Shubbeth of 1 Kungping Road was damaged early yesterday morning when the machine jumped the road in the darkness and turned turtle into Balkal Road Creek, pinning the occupants underneath.

The chauffeur and his assistant invited another friend for a joy-ride after Mr. Shubbeth had dismissed the car at midnight. The accident occurred on Balkal Road 300 yards west of Lay Road an hour later. The machine was traveling at a high rate of speed when one of the occupants insisted on playing with the headlight button. In the darkness, the chauffeur lost control of the car, which plunged into a tree and then toppled into the river.

This Week's Concerts

Following is the program of public band concerts to be given by the Municipal Band this week: Monday, 5.30 p.m. Public Garden. Tuesday, 5.30 p.m. Hongkew Recreation Ground. Wednesday, 5.30 p.m. Public Garden. Thursday, 5.30 p.m. Public Garden. Friday, 5.30 p.m. Hongkew Recreation Ground. Saturday, 4.30 p.m. Public Recreation Ground.

CHINESE GOVERNMENT RAILWAYS TIENTSIN-PUKOW LINE TIME TABLE

(Published by order of the Administration)

000 — Midnight, 1330 — 130 p.m.

July 1st, 1917, and until further notice

Peking-Mukden Line				Tientsin-Pukow Line			
Mail	Local	Express	Mail	Mail	Local	Express	Mail
101	101	101	101	101	101	101	101
102	102	102	102	102	102	102	102
103	103	103	103	103	103	103	103
104	104	104	104	104	104	104	104
105	105	105	105	105	105	105	105
106	106	106	106	106	106	106	106
107	107	107	107	107	107	107	107
108	108	108	108	108	108	108	108
109	109	109	109	109	109	109	109
110	110	110	110	110	110	110	110
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112	112	112	112	112	112	112	112
113	113	113	113	113	113	113	113
114	114	114	114	114	114	114	114
115	115	115	115	115	115	115	115
116	116	116	116	116	116	116	116
117	117	117	117	117	117	117	117
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120	120	120	120	120	120	120	120
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124	124	124	124	124	124	124	124
125	125	125	125	125	125	125	125
126	126	126	126	126	126	126	126
127	127	127	127	127	127	127	127
128	128	128	128	128	128	128	128
129	129	129	129	129	129	129	129
130	130	130	130	130	130	130	130

The station for the foreign concessions in Tientsin is "TIENTSIN-EAST" Conventional Signs.

300 — train runs on Thursday only. 230 — train runs on Fridays only.

300 — on trains marked thus passengers must hold additional place tickets.

B — train has buffet car with regular meal service

S — train has sleep. accom. 1st & 2nd class. S — train has only 1st class sleep. accom.

Application for sleeping accommodation at \$5.00 per berth should, at the earliest possible moment, be made to the Traffic Manager at Tientsin, or to the Traffic Inspectors at Tientsin, Tainanfu, Hsuehchow or Pukow.

By Order.

THE TRAFFIC MANAGER.

Tientsin, July 1917.

Large Display Advertisements intended for the Sunday issue of The China Press should be sent in before 5 p.m. on Friday.

Business and Official Notices

Classified Advertisements

2 cents a Word (Minimum Charge 40 cents)

All Advertisements must be Prepaid

Replies must be called for

Shanghai-Nanking Railway

A New Combined Rates Tariff for the Shanghai-Nanking Railway and Shanghai-Hangchow-Ningpo Railway will come into force on and from the 1st June.

Copies (in English only for the present) may be had by Merchants, Transporting Companies and business firms free on application to the Traffic Manager, Shanghai North Station, Telephone No. North 3199.

When you think of:-

Beaver Skins
DOE SKINS
Rabbit Skins
Fox Skins
Otter Skins
Raccoon Skins
Squirrel Skins
Leopard and Tiger Skins
GOAT SKINS

Think of Szechuen Province and you will also think of

WIDLER & CO.
Chungking, West China.
Born 1915—Still Existing.
Terms: Cash in advance.

CHINESE POST OFFICE
Notification No. 346.

Money Orders For Macao.

Money Orders on Macao may now be purchased at the Chinese Post Office, Peking Road.

W. W. RITCHIE,
Postal Commissioner.
Chinese Post Office,
Shanghai, 17th May, 1918.

KIANGWAN RACES

On Kiangwan Race Days a service of motor cars will run every FIFTEEN minutes between this Garage and Kiangwan. Charges: ONE DOLLAR per person per trip.

EASTERN GARAGE CO.,
Corner of Sochow and Yuen Ming Yuen Roads.

BUTTER!

BUTTER!!
BUTTER!!!

Fresh Butter in one-lb. pats.

"DAISY" BRAND

"MEADOW" BRAND

may be obtained from all leading Storekeepers in Shanghai and the principal Outports. Shipped to Outports packed in pure machine made ice.

Timed Butter in 2 lb. (nom) tins
Finest Australian

"BULLFINCH" BRAND

"RED FEATHER" BRAND

Imported by

GEDDES & CO., LTD.

Tel. 346. 5 Peking Road.

IN THE UNITED STATES COURT FOR CHINA

In re Estate of John Mark Darrah, Deceased.
Cause No. 6-1
Special Proceeding No. 247
(Administration)
NOTICE TO CREDITORS

Notice is hereby given to all parties interested that the undersigned has been appointed Special Administrator of the above named decedent's estate; that all persons having claims against the said estate are required to present the same for payment, with vouchers, to the undersigned on or before November 17, 1918, and all persons owing the said deceased are required to make payment to the undersigned.

JOHN RESIDE HYKES,
Special Administrator,
78 Szechuen Road,
Shanghai, China.

May 18, 1917. 18063

Mrs. S. E. TAYLOR,

Teacher of

Perfield System of Piano,
Keyboard Harmony and
Melody Building.

announces that classes are now forming for Summer Session.

25 Avenue Edward VII.

EMPIRE DAY

at the

Olympic Theatre

Exhibition of

BRITISH OFFICIAL
WAR FILMS:

The Entry into Jerusalem
The Strength of Britain

Feeding a Nation

Woolwich Arsenal

Canadian Forestry Corps

Egyptian Labor Corps

Topical Budgets

Booking at MOUTRIE'S

Usual prices.

The Cathay Trust, Limited

(In voluntary liquidation)

NOTICE IS HEREBY GIVEN pursuant to section 187 (2) of the Companies Ordinances 1911 that a General Meeting of the Members of the Company will be held at the Offices of the Liquidators, No. 10 Canton Road, on Monday the 27th day of May, 1918, at 4 p.m. for the purposes provided for in the said section.

And

NOTICE IS HEREBY GIVEN that on account of the temporary absence of Mr. J. C. Dyer under medical orders, the following resolution will be proposed:-

"That Mr. Eric M. Ross, C.A. be and he is hereby appointed joint liquidator for the purposes of the winding up."

For the Joint Liquidators,
F. N. MATTHEWS, F.C.A.,
Liquidator.

Shanghai, 16th May, 1918.

SPECIALIST

(can speak English well)

For

Veneral and Surgical disease,
Man and Woman's disease,
Skin disease and rheumatism
(studied medicine in Japan,
America and Europe)
Charge moderate.

Japanese Dr. K. WATANABE,
A.M., M.D.

21 Haining Road (5th house from North Szechuen Road)
Tele. North 2278.

17846

Business and Official Notices are Continued on Page 21

BILL SMITH

says:

Efficiency is simply the application of scientific principles to business management.

Elephant Head
Old Tom Gin is Dependable

ASK BILL!

Garner, Quelch & Co.
Sole Agents

Yut Sae Chang & Co.

Wholesale Hardware Merchants,
Building Contractors—
Engineers' Supplies.
At 284 BROADWAY, SHANGHAI.
Green wire cloth and lawn mowers for the season.

The International Recreation Club

KIANGWAN RACES

43RD GYM KHANA MEETING

20TH MAY, 1918.
(Monday)

First Saddling Bell at 1.30 p.m. Sharp.

ENTRANCE TICKETS \$1.00 each obtainable at the Gate.
SPECIAL TRAINS at 1.00 p.m., 1.30 p.m., 2.00 p.m. and 2.15 p.m.

44TH GYM KHANA MEETING

25TH MAY, 1918.
(Saturday)

ENTRIES close on TUESDAY, 21st May, 1918 at 7 p.m. at the Club House, 126 Bubbling Well Road.

Entry forms may be obtained upon application to the undersigned.

By Order,
Y. S. DAY,
Secretary.

Shanghai Foreign Exchange Bankers' Association

The Exchange Banks which are members of the above Association will be closed for the transaction of Public Business on 20th May on account of Whit Monday Holiday.

Kingman Bros.

DENTAL SURGEONS

Dental Surgeons of the Philadelphia Dental College and Garretson's Hospital of Oral Surgery, Philadelphia, U.S.A.

Will perform all kinds of dental operations on modern scientific principles, and supply—

Teeth of Superior Workmanship in Vulcanite, Gold and Alloy Plates, Gold Crown and Bridge Work.

All work is guaranteed to entire satisfaction.

40, Szechuen Road, Shanghai

TRANSLATIONS

TRANSLATOR, who has considerable experience in legal, consular, syndicate, journalistic, commercial and official translator work undertakes translation in English and Chinese of agreements, petitions, letters, legal documents advertisements, etc. Please apply to Chang Nieh-yun, c/o 1. Museum Road, or P.D., 159 Haining Road, opposite West End Lane.

Amusement Advertising will be found on Page 21

W. Z. ZEE & SONS

(ZUNG LEE & SONS, ESTABLISHED 1895)

4120 BROADWAY & 617 THUNDONG ROAD, SHANGHAI

Stocks of

Metals, Hardware and Sundries.

Contractors to

GOVERNMENTS, MUNICIPALITIES, RAILWAYS, TRAMWAYS, ETC.

General Office
Phone Central 1860

Chinese Dept.
Phone Central 1625

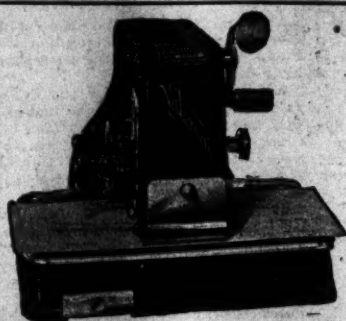
KNAPP & BAXTER, INC.

IMPORTERS -- EXPORTERS
STEEL PRODUCTS, PROVISIONS
PAPER, CHEMICALS, LEATHER

6 Klukiang Road

HOME OFFICE
KNAPP & BAXTER, INC.
210 California St.
SAN FRANCISCO

JAPAN BRANCH
KNAPP & BAXTER OF JAPAN, LTD.
75 Main St.
YOKOHAMA



CHEQUE WRITERS

Perforating - Printing
Embossing

The Office Appliance Co.

4 Canton Road
Shanghai



The Stewart SPEEDOMETER

is the choice of all motorists who want a speedometer that they can be sure is accurate and dependable

For particulars, apply to the Sole Agents,

The Shanghai Horse Bazaar & Motor Co., Ltd.

PLEASE LOOK AT
YOUR SHOULDERS

Have They any Wrinkles?

If you like to have a perfect fit, call on **Henry The Tailor.**
114 Seward Road

I acquired the art of Cutting from an American Tailor. A trial is solicited.



HOUSES WANTED

WANTED immediately, or per 1st June, furnished house in International or French Concession, with garden preferred. Particulars to Box 294, THE CHINA PRESS.

18037 M.21

HOUSE WANTED: For immediate occupancy house, in French Concession, with garden. Price must be reasonable. Real estate agents need not apply. Reply to Box 264, THE CHINA PRESS.

17969 M.19

APARTMENTS WANTED

FURNISHED flat or small house required. Central or Western district. Full particulars to Box 278, THE CHINA PRESS.

18004 M.18

OFFICES TO LET

17 MUSEUM ROAD, ground floor, sets of large offices and godowns, ready for occupation. Tls. 220. Apply to 10 Yangtzepoo Road. Also offices to let in THE CHINA PRESS Building.

18014 M.22

SITUATIONS WANTED

YOUNG CHINESE, with good knowledge of English and typing, desires engagement. Accustomed to take down letters from dictation. Good reference. Apply to Box 304, THE CHINA PRESS.

18059 M.21

A LADY leaving Shanghai, can recommend a Japanese Amah, clean, capable and bright. Apply to Box 299, THE CHINA PRESS.

18048 M.19

DRAPERY BUSINESS. English woman desires a post; has had good experience as Saleswoman in East. Moderate salary. Apply Box No. 288, THE CHINA PRESS.

18029 M.19

FRENCH governess requires situation, highly recommended. Apply to Box 282, THE CHINA PRESS.

18012 M.22

EDUCATIONAL

ENGLISH INSTRUCTOR. New York College graduate, gives lessons. Speaks Russian, French, German. Terms moderate. Apply to Box 287, THE CHINA PRESS.

18026 M.23

APARTMENTS

WINDSOR HOUSE

14-15 Quinsan Gardens.
Comfortable rooms front and back, (with bathrooms and verandah), to let. Good table.
Telephone North 482.

No. 3 Quinsan Gardens

Tel. N. 1946
To let on 1st floor, large comfortable bedroom with dressing room and bathroom attached; suitable for small family; also, a large cosy attic facing South.

NEAR Country Club, to let with board, a large well-furnished room, veardah facing south, suitable for married couple or bachelor friends. Tennis and telephone. Apply to Box 302, THE CHINA PRESS.

18068 M.19

WESTERN DISTRICT, near tram, to let, with board a nice single room, hot and cold water, tennis and telephone. Apply to Box 303, THE CHINA PRESS.

18068 M.19

FURNISHED FLAT to let: Central, large rooms, well-appointed. Annual lease to careful tenant. Elevator. Apply to Box 296, THE CHINA PRESS.

18040 M.19

TO LET near tram, Carter Road, in American family, two nice furnished rooms with board, immediate occupation. Apply to Box 295, THE CHINA PRESS.

18039 M.21

TO LET one room, furnished or unfurnished, North Szechuen Road. Apply to Box 262, THE CHINA PRESS.

17968 M.19

HOUSES TO LET

TO LET, in the Western district, for six months, a small house, daintily furnished, suitable for married couple (without children), or for one person. Rent moderate. Apply to Box 305, THE CHINA PRESS.

18060

TO LET: On the Dixwell Road, a partly furnished flat of two bright, airy rooms with bathroom and verandah. Apply to Box 300, THE CHINA PRESS.

18049 M.21

TO LET with immediate possession No. 17 Love Lane, 6 roomed house with tennis lawn and stable. Apply to Zia Zung Sung, 36 Nanking Road.

18009

TO LET: Ferry Road. Elegantly 9 roomed residence. Rent only Tals 90; also have several other prices ranging to Tals 140. Get my list of houses to let. J. H. Hammond, 38 Nanking Road.

17944

TO LET: From June 1st, 3 roomed flat, on the Bund, furnished Tls. 160.00 rent per month. Apply to The China Realty Company, Ltd 27 Nanking Road.

17911

TO LET, 484 Rue Eugene Bard at Dubail tram. Excellent 6 roomed semi-detached residence. Rent Tls 70. Apply premises or Hammond 38 Nanking Road.

17793

OFFICES, ETC., TO LET

FOR RENT: Office flat, No. 1 Hongkong Road, eight rooms, separate entrance, well lighted, facing North. Immediate occupancy. Apply to Andersen, Meyer and Co., Ltd., Manufacturing Dept., No. 7 Yuen-ming-yuen Road.

18038

SITUATION VACANT

WANTED: Stenographer for law office. F. W. Hadley, 22 Yuen Ming Yuen Road.

18051 M.19

WANTED: By large local import and export house, strictly first-class accountant with sound local experience, exempt from military duty. Good prospects. Apply to Box 289, THE CHINA PRESS.

18032 M.21

WANTED: Experienced stenographer, engineering preferred, for position with large house. Reply with references to Box 290, THE CHINA PRESS.

18033 M.21

WANTED immediately, thoroughly competent stenographer. Salary Mex. \$200 per month, with prospects. Apply to Box 291, THE CHINA PRESS.

18034 M.21

WANTED: Competent Chinese bookkeeper, who can take complete charge of books. Apply stating salary expected, to Box 272, THE CHINA PRESS.

17969 M.19

Exchange and Mart

FOR SALE: A four-cylinder 25 (Am. H. P. STUDEBAKER Roadster with self-starter, electric light, etc., just overhauled, repainted (dark blue) and furnished with new hood, in excellent condition and running order. Owner has bought a larger car. For particulars and inspection please apply to THE SHANGHAI HORSE BAZAAR & MOTOR CO., LTD., Garage Tel. No. West 1213.

18046

WANTED: 18' to 25' motor boat, with modern engine in good condition. Specifications and price, to Box 298, THE CHINA PRESS.

18042 M.19

HUMBERETTE Car for sale cheap; very economical. Apply to Box 297, THE CHINA PRESS.

18041 M.21

FOR SALE: Dodge touring car, practically new, only used a few months, in excellent condition, equipped with full set of tools, three new Goodyear Tires, Accident and Fire Insurance Policy for one year included. Price Tls. 1,200. Trial by appointment, owner leaving Shanghai. Apply to Box 301, THE CHINA PRESS.

18050 M.22

SAFETY Razor Blades Sharpened. Old blades made as good as new, 50 cents a dozen, single blades; 70 cents, double. Y.M.C.A. Barber Shop, 120 Szechuen Road.

17806

CLEVELAND motor-cycle, 2 speed, 2 stroke, clutch, in perfect order, first reasonable offer accepted, owner leaving Shanghai. Apply to Box 292, THE CHINA PRESS.

18035 M.23

OVERLAND touring car, 1916 model, for sale. Trial by appointment. Owner leaving Shanghai. Apply to Box 285, THE CHINA PRESS.

18021 M.19

WANTED, 2 Chinese Chow pups, pure bred, pedigreed if possible. Apply to Box 284, THE CHINA PRESS.

18018 M.19

FOR SALE: Spot Cargo: Quinine Sulphate "U.S.P." in 100.02 tins. (The Export of this is now "Embargoed" from U.S.A.) For price, etc. Apply to Box 269, THE CHINA PRESS.

17987

FOR SALE: Spot Cargo. Ribbed and maized wire glass 34" x 36" 1/4" thick. Apply to Box 270, THE CHINA PRESS.

17987

FOR SALE: Nine roomed detached residence, with servants' quarters, garage, stable, small vegetable garden and tennis lawn, in exclusive quarter of Avenue Joffre, furnished or unfurnished. Real bargain, owner leaving town. Apply to Box 265, THE CHINA PRESS.

17979 M.18

"Dr. Jekyll and Mr. Hyde" In Real Life



How Death by a Policeman's Bullet Revealed the Astonishing Double Life of One of Denver's Most Respected Citizens—By Day, Ray Harrigan, Leader of Fashion, by Night "Red" Hannigan, Leader of Outlaws

What Colorado's Secretary of State Thought of Ray Harrigan.
By JAMES R. NOLAND,
Secretary of State for Colorado.

I have not yet recovered from the shock with which I learned that Ray Daniels Harrigan, society man, business man and a highly honored, progressive citizen, was also a member of the underworld, a desperate, hunted and widely known police character. I knew him intimately many years. I counted him as one of the most representative citizens of the West. I was his house guest with my family many times. There I met persons of the highest social standing. I considered him one of the most valuable and charming friends a State official could have.

What "Red" Hannigan's Gang Leader Thought of Him.
By "BLACK BEN" JUDELOVITZ,
A Member of the Denver Underworld's "Hannigan Gang."

"Red" Hannigan, the chief of the gang, was one good guy. He was as slick as they make 'em, and square. That's what made the crooks like him. He always said the police were a lot of four-flushing boobs, and he proved it. They'd never got him except by accident. He knew how to gather in the coin for himself and the boys without ever tippin' his mitt with evidence against him. It'll be a long time before the boys get another leader like him. We was all surprised to hear he had a straight wife and a home amongst the swell guys. Pretty slick of him, I say.

In Dress Coat and Top Hat, Ray Daniels Harrigan, Scion of a Distinguished Family, Member of Exclusive Clubs, Was Known as a Successful Young Man and a Devoted Husband; With Cap Pulled Low, Muffled Neck and Finger on a Gun Trigger, He Was "Red" Hannigan, the Bandit Leader Whose Gang Terrorized the Entire State. His Principal Confidante Was an Underworld Girl Known as "Red's Wife."

EVERY once in a while something happens in everyday life, among our neighbors or in the very next block down the street, which is stranger and more exciting to the imagination than the most stirring plots of the novelists.

Just the other day, in Denver, Col., the climax was written to a chapter in real life which, with its romance and tragedy blended into an amazing case of "double personality," is quite as thrilling and surprising as the famous case of "Dr. Jekyll and Mr. Hyde."

For many years the police of Denver and other Colorado cities had been baffled and mocked at by a mysterious young "tough" of the underworld, who was known to them as "Red Hannigan," leader of a daring gang of thieves and cutthroats, known throughout the State as "the Hannigan gang." Night-time raids, carried out with the dash and spirit of the old-time James boys, and city robberies which have netted, in the aggregate, more than a hundred thousand dollars in loot, are laid at the door of the "Hannigans" by the Colorado police. Occasionally a member of the gang was caught. Once in a while one of the "Hannigans" was sent to prison—but none of the gang ever helped the police trap the elusive leader, "Red Hannigan."

About all the police really could find out about the gang leader was that one of the prettiest young women of the underworld was supposed to be his wife—or at least his "girl." They tried to trap him by watching the girl. She boasted the police would never catch him.

During these same years one of the most popular of the younger couples in Denver's smartest circles was Mr. and Mrs. Ray Daniels Harrigan. The young husband was the scion of one of the oldest Colorado families and appeared to be unusually successful in retrieving the family's scattered fortunes. His pretty young wife, who had been a concert prima donna, was the centre of a gay social set. Their palatial home was in the exclusive residence district. Being close to the State Capitol, this home was the scene, almost daily, of luncheon parties, at which Mrs. Harrigan was the hostess and the Governor and other State officials her guests. She was often accused by envious friends of establishing the English custom of brewing politics over the tea table.

Finally, a few nights ago, the State police captured the long-sought "Red" Hannigan. The gang made a successful early evening raid in the northern part of the State. The police gathered at a bend in the road near Denver along which the motor car in which the gang had disappeared would have to pass. At midnight they heard the car approaching, lights out, rushing at great speed toward the city.

The ambushing police were certain the

leader of the "Hannigans" was in the car with his men. They decided not to risk a running fight, which under similar circumstances always had resulted disastrously to the police. This time they met the approaching car with a sudden volley from half a score of rifles. The officers centred their aim upon the crouching figure at the steering wheel. The car swerved into the ditch at the side of the road. Its driver tumbled out, dead—and the exultant police discovered they had bagged Red Hannigan himself, as well as several members of the gang.

After the coroner's formalities had been completed, the body of the dead gang leader was claimed by the underworld girl and taken by her to a shack on the outskirts of the city, which had been their home when not too closely watched by the police. But before the underworld girl had buried "Red" Hannigan, a message from the young Mrs. Harrigan was delivered to Colorado's Governor, commander of the State police, asking him to come to her home quickly. The Governor found the young society matron hysterical. "Red" Hannigan, whose body was about to be buried from the tenderloin, was, she told the Governor, her husband, Ray Daniels Harrigan, the Governor's friend! She wanted his body brought home. She had not known about the other woman—the underworld girl.

When the authorities, at the bidding of the Governor, went to reclaim the body of the gangster-society man, they found a motley gathering of the foremost characters of the State's underworld. Men and women, some of whom seldom left their hiding places in the day time, had gone boldly to pay their last respects to the bold and widely feared "Red" Hannigan.

Around the cheap casket they crowded to whisper gloatingly of the dead gang leader's many exploits, of his long immunity from the law. The girl who had been his companion fought desperately when she was told there was another woman who had a better claim to him.

Colorado's officers of the law, in their surprise and sympathy for the young widow, offered to keep the secret—to even invent an explanation of the popular young business man's death. Mrs. Harrigan refused to agree to such a plan. "Ray would want all his friends, the bad as well as the good, to hear his funeral services. They must all have the right to come," said Mrs. Harrigan.

From his underworld companions the police learned that for years Harrigan had ruled them with an almost autocratic power. He had directed all the exploits of the "Hannigan gang." In many of the gang's most spectacular crimes he had personally led his followers. Faithfully the gang shared its plunder with him. None knew that when he disappeared, for many days at a time, he became the prosperous business man, the influential citizen and debonair society host.

To those who knew him as the successful young business man, his frequent absences—when he became for the time being "Red" Hannigan—were explained as "business trips."

With the chivalry of the West, the friends of Ray Daniels Harrigan have not asked his pretty, heart-broken widow if she shared her husband's secret. Perhaps the Governor of the State knows—he was the first to whom Mrs. Harrigan appealed for aid in reclaiming her husband's body from the underworld girl. It was he who summoned a little group of the young man's closest friends and pledged them to remember only, in their attitude toward the widow, that her husband had been their friend and member of their clubs.

"Though he were the most dangerous outlaw in all the country," the young wife said to her husband's friends and her own, "he was still my husband. It could make no difference whether I knew of his life as Mr. Hyde or not, his happiness was in my hands and my loyalty to him was a husband's right. My love was given him without reserve—and not measured by either his faults or his virtues. The greatest blow, of course, is the existence of the other woman—the one who shared his other life, from which I was banished. But even this I have forgiven him, for in his life with me I know he loved me."

"Whenever 'Red' was in trouble, whenever the police were close on his trail, he always came to me," the underworld girl said to the authorities. "He always knew he could trust me more than any one else. I never asked him to account for the times he was away from me. I never suspected there was another woman in his life; but he need not have feared to tell me. I loved him and would have been loyal still. I liked him because he was good to me and never afraid of anything."

The two women met for the first time at the funeral services, which were held in Loyola Chapel, Denver's most fashionable church. The girl of the underworld was invited to be present by a messenger sent by the widow herself. The messenger was the city's Chief of Police, who delivered also a message for himself—that she might send out the word that the church that morning

Mrs. Marie Harrigan, the Young Wife of Ray Daniels Harrigan. In Their Palatial Denver Home She Entertained the States Foremost Citizens, and Was Beloved as a Charming Society Matron. When Her Husband Was Killed and Unmasked, She Insisted That the "Other Woman" and the "Gang" Come to His Funeral in the Fashionable Church.

would be sanctuary for all the former companions of "Red" Hannigan who might wish to attend.

The police, he said, would promise immunity to all of them for that occasion. It was the request of the young widow, the Chief explained.

When the Chief's promise spread through the State the members of the gang hurried in to Denver. Crooks who carried a price on their heads were among them. At the church they were ushered to seats reserved for them on one side of the main aisle. The girl, heavily veiled, was given a seat close to the bier, within a few feet of the widow across the aisle.

On the other side of the church were more than a thousand of the most prominent citizens of Denver, including the members of the city's most exclusive clubs, its bankers, capitalists and State and city officials. With these were their wives and daughters, who had been the society friends of the popular young couple. The service was read by a Catholic priest designated by the Bishop of the diocese.



Cecille, the Little Daughter, Who Was Envied by Her Playmates Because Her Father Was So Rich.



Ray Daniels Harrigan, the Rich Young Business Man, Who, Half the Time, Was "Red" Hannigan the Outlaw.

Spring Bonnets

By Lady Duff-Gordon

This Hat
Is as Large as the
Moment's Mode
Will Permit.
Of Irregular Shape,
It Is Faced
With Silk
And a Shade to Blend
With the Gown



LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women. Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion. Lady Duff-Gordon's American establishments are at Nos. 37 and 39 West Fifty-seventh street, New York, and No. 1400 Lake Shore Drive, Chicago.

By Lady Duff-Gordon
("LUCILE")

THE Spring parade of fashion will reveal several novelties, more or less welcome according to purse and taste.

Distinctly noticeable will be the preponderance of small hats. The large hat will be conspicuous only by its absence. The small hat will reign. The medium sized hat will appear only often enough to furnish variety in the kaleidoscope of chapeaux.

The shapes will conform to the size. There will be many three-cornered and four-cornered hats. The toque and the modification of the poke will top many smart costumes. The round turban will be a favorite. Some hats with drooping brims will salute the sight. The floppy hat will be lined almost invariably with soft silk of the same shade or one that will blend with the gown or wrap.

It is in the fabric of which the hats are fashioned and the trimmings used for their adornment that the new note in millinery is struck. Somewhat fantastic are the straws. Fancy an Angora straw, of such pronounced furry semblance, that it reminds the beholder of the prize winner at the last cat show!

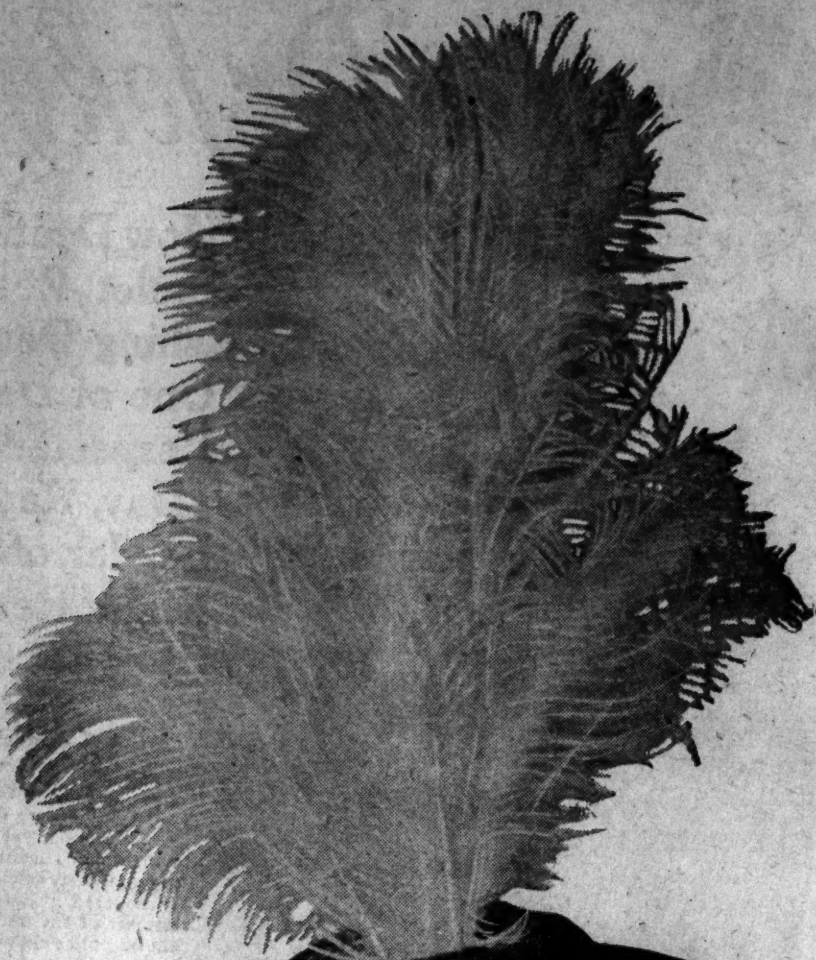
Indeed, I know an intrepid dresser who ordered a hat as nearly the shade of her Persian cat, Felix, as could be made. She brought the beautiful, haughty beast to the studio to furnish inspiration for the color of the hat. I have since seen Felix and the hat taking the air in one of the smartest limousines in New York. The match was, as the wearer of the hat and the owner of Felix assured me, "quite perfect." The only drawback to her aesthetic pleasure, she said, was that Felix mistook the hat for a brother and attempted a game of roll with it. Another fuzzy hat braid that is utilised for small

A Novel Turban
of Lingerie
Effect.
Fluted Net and
Lace
Compose It



"Lucile"
Models

High Crowned
Turban of
Caterpillar Straw,
With a
Tall Tuft of
Straight Plumes



hats is caterpillar. It is well named. The yellowish braid looks far from unlike an assemblage of the yellowish bodies of the insects that might have become butterflies but for their untimely end.

Feathers, that have been in abeyance for two years, are rushing into the foreground as though rejoicing at their re-entry into the life of fashion. Plumes will nod from types of hats with which they have had but slight acquaintance. You see the tuft of feathers rising from the front of the turban on this page, giving to hat and wearer something of a martial air. Even on the lingerie turban of fluted net there is an upstanding trimming of lace of plume-like arrangement. Also are long-cherished ostrich plumes being pulled apart for the construction of becoming little feather turbans that made their entrance between seasons.

DECLARES GERMANY A WORLD OUTLAW

Senator Owen Urges That
Nations Join in Isolating
The Enemy

ATTACK HER COMMERCIALLY

Senator Harding Says New
Shipping Will Total 350,000
Tons A Month

New York, April 14.—United States Senators Warren G. Harding of Ohio and Robert L. Owen of Oklahoma, who were the principal speakers at a war luncheon given in their honor by the National Security League at the Hotel Astor yesterday, both declared that the United States was in this war to the absolute limit of its resources, and that Germany must and would be beaten even though the United States had to accomplish the feat alone unaided. Senator Harding, who is one of the leading Republican members of the Senate Committee on Commerce, said that if the United States did not do its full part to end the German peril once and for all, then "America would not be fit to live in." Of the shipbuilding situation, with which he is closely touched, he said that the outlook was promising, and that before the end of this year America would be turning out 350,000 tons of ships every month.

Senator Owen urged that the Allies and all neutrals who could be induced to join them should enter into an ironclad international agreement to boycott Germany from commercial and other intercourse with the rest of the world until the Government and people of that country were ready to honorably and sincerely subscribe to the doctrine of right and honor among nations. He suggested also that it might be a good thing to throw the statue of Frederick the Great, which now stands in front of the War College at Washington, into the Potomac.

75,000 Machine Guns Delivered

Colonel Samuel McRoberts, U. S. A., one of the head officials of the Ordnance Department in Washington, was also a speaker, and his message was one of "good news" so far as the production of guns and other ordnance materials was concerned. Today he said, the United States was turning out more infantry rifles a day than ever was the case in England or France; 75,000 machine guns had been delivered to the fighting divisions of the service, while the production of small arms ammunition had reached a point greater than any record ever attained by our allies. The Chief of Ordnance said that the United States was distinctly optimistic, and he was continually interrupted by applause. Colonel McRoberts is a former Vice-President of the National City Bank.

Frederic R. Coudert presided and also made a speech, in which he pleaded for a speeding up of the war to the end that America might at the earliest possible moment exert her powerful and deciding strength in the great struggle on the French front.

The first speaker was Senator Owen, one of the authors of the Federal Reserve act, and the Chairman of the Senate Committee on Banking and Currency. He was on the program to talk about "money," but he gave only a brief part of his speech to that subject.

"I take it," he said, "that all America is behind the splendid declaration of President Wilson, that we must use force in dealing with the Prussian, and more force, and still more force."

Force Of Psychology

"We need," he said, "every force which is available to win this war, and I want to venture to make a suggestion in the hope that wiser men than I may consider it, may think of it, and if it have value, then that by common counsel the value may be shown and may be employed. We need every soldier on the battle line that we can place there, we need every ship that we can put in the battle line. We need all those forces, and America is exerting her utmost to provide men and ships. But there are other forces which I think we can at the same time also employ, the force of psychology."

"We can learn much from Germany, and Germany has been waging a great war of psychology all over the universe. She has had her spies and her secret agents and her propagandists throughout the whole world, weakening the force of resistance of mankind, while she strengthened the German will to victory. We comprise seven-eighths of the human race, and we need but to engage the same psychological forces on our own behalf to break down the psychology and will to victory of the German people who are now behind the battle line. Let them know that America, Great Britain, France, Italy, China, Japan, India and the South American republics are as one in demanding liberty and freedom for the human race. It is not enough for individuals to declare the principles which govern the relationships between nations. That has been done well by Lloyd George, by Clemenceau, by President Wilson, and by other statesmen; but the way to affect German psychology, the German heart, the German will, German opinion, in any judgment, is that these nations collect now and not wait until after the war, but while we wage war with every energy of which we are capable, at the same time that we should unite and as nations declare the laws of international law, and then declare at the same time as international outlaws those nations who refuse to accept doctrines of decency and righteousness and justice which ought to prevail between the nations of the earth. And I would go further. Some time since I placed in the Congressional Record, in the hope that some man might bravely use it and read it and inwardly digest it, a statement attributed to August Thiesen, who occupies some such relationship in Germany as Charles Schwab, the head of Bethlehem Steel, may be said to occupy in America, one of the great captains of industry in the iron and steel and coal trade. This statement of August Thiesen was that in 1912 von Bethmann Hollweg, at the instance of the most infamous man in all history, William II, called together the eighty of the captains of industry in Germany and said to them: 'You are to occupy in India and Canada and in other parts of the world, and that, while he did not like it very much, at first he agreed to it and they agreed to it, and these men, from a heart of covetousness, desiring to take the property of other men, were willing to back William Hohenzollern in waging the most wicked and infamous war of all history upon innocent and unoffending people throughout the whole world, as a means of establishing a military autocracy and robbing other people of the proceeds of their labor.'

"That was printed in English, that was printed in Japan, it was taken from Switzerland, it was printed in the United States, and no man, as far as I know, has ever seen from August Thiesen a denial."

An Ultimatum To German Trade

"Is there in history a conspiracy so depraved? I favor going further; I favor having an organization of the great civilized nations now at war with the German Government, and all of the neutrals, who will join with us, and declaring these principles of international government; that every nation should have the right of internal self-government, the right to control immigration and emigration, exports and imports, the right to complete territorial integrity, the right of access to the high seas and to international waterways, and those principles which are recognized as true by Great Britain and the United States and by France and by Italy and by Japan; and then say to these captains of industry in Germany: 'You sought to rob us; we do not resist you, but we say to you that you shall not profit by this war.'

"We say to you that unless you underwrite these great principles of international government, including disarmament when this war shall end, including those principles which are recognized and which have been set forth by the President of the United States, unless you use your influence to bring this war to an end, we will after a limited number of months impose upon you the following penalties:

"That no ship shall be cleared from any port in the world which we control to any port in Germany; that no ship flying the German flag or transacting business with a German port or with a German subject shall be permitted to enter any of our ports; that no imports shall be permitted from Germany into any of our countries; that no exports from any of our countries, directly or indirectly, shall be permitted to reach Germany; that we will in our respective countries confiscate every dollar of property owned by any subject of Germany and use that money both to make war on you and to indemnify any of our nationals who have property in Germany."

Isolation Of Germany

"That we will not permit any telegraphic, telephonic, express, or other communication with any person in Germany; that we will isolate you as far as we have the power—for a limited time—until you shall have learned the lesson that you cannot by organizing military force rob the other people of the world of their property or of their liberties."

"I know that this is drastic; it is intended to be. I know that it will injure some of the interests of those who are connected with those at war with Germany. We can indemnify them. I am in favor of indemnifying them—with German property. This suggestion which I make, I make because I would save if possible the slaughter of the beloved youth of the world. It is a means to an end. It is intended to notify these commercial and financial chieftains behind William II, that not only they shall not succeed, but that unless they use their influence with William II, and his military group to end the slaughter we will end them as far as we can. We want to fight this war with all the force that we have—military, naval, commercial, financial and psychological. The weak spot of the force behind the Kaiser is covetousness. They have broken all the commandments known as the laws of God, but chief of all the Tenth Commandment."

"That is a combination between covetousness on the one side and desire to maintain a dynasty on the other. William II was satisfied that the growth of democracy and socialism in Germany would overthrow his house unless he made this war; and in order to make it successfully, he had to have the backing of the commercial and financial powers of Germany, and he made a corrupt bargain with them, and then under the color of declaring a war of defense he made a war of offense, having prepared for it for forty years."

"When Germany wanted to show her friendly relationship to the United States," concluded Senator Owen, "they sent us a bronze statue of Frederick II, a mediocre, unscrupulous, treaty-breaking Prince, who disgraced his own time and disgraced mankind for all time. We placed him in an 'offensive' position as we nations declare the laws of international law, and then declare at the same time as international outlaws those nations who refuse to accept doctrines of decency and righteousness."

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"That is a combination between covetousness on the one side and desire to maintain a dynasty on the other. William II was satisfied that the growth of democracy and socialism in Germany would overthrow his house unless he made this war; and in order to make it successfully, he had to have the backing of the commercial and financial powers of Germany, and he made a corrupt bargain with them, and then under the color of declaring a war of defense he made a war of offense, having prepared for it for forty years."

"When Germany wanted to show her friendly relationship to the United States," concluded Senator Owen, "they sent us a bronze statue of Frederick II, a mediocre, unscrupulous, treaty-breaking Prince, who disgraced his own time and disgraced mankind for all time. We placed him in an 'offensive' position as we nations declare the laws of international law, and then declare at the same time as international outlaws those nations who refuse to accept doctrines of decency and righteousness."

tion and without any display, to quietly and peacefully drop him into an obscure part of the Potomac. But I do not think it ought to be done ostentatiously, because that is bad taste."

Senator Harding, whose subject was "ships," began with a reference to the great battle crisis in France.

"I want to say," he said, "that we are sure to have our full part in this conflict of civilization. Suppose that poor, miserable, impotent and chaotic Russia should never strike another blow. Suppose that Italy, less able to meet the oncoming hordes of the Hun than the other nations at war, should fall. Suppose that noble, heroic, resplendent France should be destroyed and nothing else, my countrymen, would take her out of the war. And suppose that brave England should be starved, though we can little believe such a misfortune occur mark you, my countrymen, even then the United States of America must go on."

"Originally we of the Republic went into the war in defense of American national rights, but now we find ourselves becoming part in a warfare for the preservation of civilization, and if this great Republic did not do its full part it would not be fit to live in. And so the commitment is unalterable."

"We have begun a shipping program in the United States of America which is going to place the flag eminently on the paths of ocean traffic throughout the world. From the beginning of the war to last January the neutral and allied shipping of the world had sustained a loss of 18,000,000 deadweight tons. Approximately 14,000,000 deadweight tons have been replaced so that a net loss of approximately 4,000,000 deadweight tons has been sustained. If the submarine warfare is maintained at the same rate of destruction as has been recorded for the last year for the next fifteen months and is neither extensively enlarged nor materially reduced, and if the production of the British is maintained and we of America meet 100 percent of American expectations, the available allied and neutral shipping will be restored to a normal balance in the middle of 1919, and thereafter production will rapidly outstrip destruction."

Sees Paralysis Of The Submarine

"No production can be made without man. If there is more than reasonable probability that in concrete and wood construction we may far exceed the program thus far planned. We are advancing more in preparedness to combat the submarine than is becoming for me to relate. If it did not have the seeming of boastfulness, which we are all prone to, I should be disappointed in some other lines of war preparation. I should venture the prediction that another year of warfare will witness the essential paralysis of the submarine arm, ruthlessness and rightfulness. However, of the two phases of conflict on the seas, I assume I am to speak of the constructive, the creation of cargo tonnage."

The Senator recalled that when the great war started the United States had been for decades a nation in which shipbuilding was a leading industry. Today, he added, the nation had 2,762,000 tons of ships in war service between the United States and Europe, and "we are yet scarcely begun." About 390 ships, under American control or direction, are now running between this country and Europe; of these ships 322 are flying the United States flag.

"Wonderful figures," said Senator Harding, "when read in view of our former incapacity, and yet only one-quarter of Britain's service between this country and the war zone in behalf of civilization."

Senator Harding closed his speech with a brief resume of the achievements of the shipping board since we entered the war last April.

"In our first year at war," he said, "there was completed and put into service 1,750,000 deadweight tons. Great Britain exceeded that accomplishment, but it was a great addition for a nation where shipbuilding had essentially ceased as an industry. More, what yards and skilled builders we could boast were largely committed to naval production, which is a story within itself. To be sure, this addition in the first year was mainly composed of requisitioned ships, begun under private contract, for American, British or Norwegian operators, but they were the output of American resources and energy. Much of the tonnage of early delivery will likewise be of requisitioned vessels, taken in process of building, but those of our own beginning are moving toward completion with them. There is no need to specify, they are all American now, all committed to the same cause."

350,000 Tons A Month

"The first three months of this year steel vessels of 450,000 deadweight tons were commissioned under the flag. This month we shall add 150,000 tons more. There will be mounting figures in steel vessel production for May, June, and July, until we reach a quarter of a million tons for each of the months of August and September. Thereafter the increase mounts still more rapidly, until the estimated figures go to 350,000 tons each for November and December, or a total of 2,250,000 tons for the remainder of this year. I am speaking of steel ships only. Concrete is as yet a great adventure, awaiting reasonable proof before attempting the enormous production which is possible. As to wooden ships, I can only give you the estimates of the Fleet Corporation, which are accompanied by assurances of conservatism, and say 266 vessels are promised for delivery this year, with an aggregate of 945,200 deadweight tons. Twenty-one wooden hulls have been launched so far this month, and twenty more are due to be launched ere April is gone, and the estimates are for in May and sixty in June."

"Mr. Heyworth, manager of the wooden ship division, told me only yesterday that his department expected to put 481 wooden ships into service by July, 1919, with a total of 1,750,000 deadweight tons, and that construction was being extended rather than restricted, as is oftentimes reported. This wood addition to our merchant marine adds little to the transatlantic service, but it does maintain our coastwise and West Indian service and add to the sum total of shipping resources."

Task Is Still Staggering
"Gratifying as these figures are, though less than early extravagant optimism suggested, they are vastly insufficient for the needs of effective warfare. No nation in all time has attempted a task of maintaining an army of millions 3,000 miles beyond its shores. It is a staggering task. In view of the impending crisis I dislike to utter our needs for self-dependence, but it goes into many millions of tons. One need not doubt capacity, one is concerned about speed. More steel, more timber, more men, more speed, and always more ships, more ships, and still more ships. We shall have more yards, but the big thing is full efficiency in the yards now operating. Two shifts must be provided, three can be made possible. We are committed to this war everlastingly."

"The safety of civilization is dependent on the safety of the seas, and safety of America is dependent on our capacity on the seas to exert the striking arm of American conscience. One can not foresee all the opening avenues of war or the necessary course which we may be called to pursue. I only know that our task is infinite until Germany is brought to terms. England has said, through Lloyd George, that there is no surrender for her so long as she

has a ship at sea. We can go further; there is and can be no surrender for us so long as honor is worth while and there is energy and resource to make war in the cause to which we are committed. If we have builded well thus far, we are only begun in demonstration of capacity. If we have encountered difficulties, and we have, it is only proof that we may rise above all that in time. If there has been halting, it is because the spirit was not aroused and realization not fully reached. We are moving now. The power of the Republic is committed, unalterably, and beyond measure, and lighted by an American soul aflame."

Produce 11,500 Rifles A Day
Colonel McRoberts said that "America's mighty war machine" was now emerging from that state of public criticism in which he said "pretty generally everybody else is damned as incompetent." The total contracts entered into by the Ordnance Department in the first twelve months of war, Colonel McRoberts said, involved an expenditure of a little more than \$3,000,000,000. The number of rifles contracted for, he said, was 2,500,000, and of these 1,050,000 had been delivered, while the production had reached 11,500 a day, which was, he added, "the largest volume of manufacture of the military rifle ever carried on in the history of the world."

"Of small arms ammunition," Colonel McRoberts said, "we have under contract 3,250,000,000 rounds, and production has already reached

greater proportions than was ever reached in France or England. Our small arms ammunition production last month reached 70,000,000 rounds. We have let contracts for 300,000 machine guns of various types, and have delivered to the troops 75,000. Almost all the plant capacity for machine guns had to be created, with the consequent delays in delivery, and these guns will not reach the designated production until July, when we will produce about 18,000 a month. Now I am not permitted to discuss in detail our artillery program; I wish I could. But for the various types of field artillery and heavy artillery we have let contracts that amount to about \$500,000,000, and all the needs of the army, including 1919, are now under manufacture."

"There is in process of manufacture 650,000,000 pounds of explosive and we are building two smokeless powder plants of a capacity of 1,300,000 pounds per day. It is hard to grasp what those figures mean, but I think I can illustrate it in this way. At the opening of the European war we were asked here to place a contract for a million pounds of smokeless powder. I pressed that plant capacity for a million pounds of smokeless powder leading powder manufacturers and was told that owing to the very great size of the order it would be necessary for them to extend the plants and for four months after receiving the order. Now we are planning and have in process of manufacture three or four times that amount per day, so you can get an idea of what that volume means."

Mr. Coudert in his speech said that the battle of Mead was, to his mind, "the final and great decisive battle of the world," and that the United States was "a great, a powerful and a self-respecting nation," and that while the United States had made mistakes in the past, those mistakes were perhaps not attributable to particular individuals, but were attributable to a parochialism of mind which would not permit us to realize that this was not a European war, but a great final struggle between all the powers of the past and ideals of domination and subjugation, on the one hand and those groups of enlightening powers of the future that make for better and higher and more decent things, for those things which America has tried to stand for always."

"This is," said Mr. Coudert, "no time for surveying the past. We must look the facts straight in the face. I believe that that along that front those splendid, valiant but tired soldiers that have withstood the onset will withstand it still, but whatever happens, under any and all circumstances, the battle shall not pass. It is the business of America; it is the business today of America with ships and with men and with more men, it is the business of every individual without regard to any consideration to have but one dominant thought, that that great legend written in blood by the free hosts of France and of Great Britain shall pass into history through the final effort of free America as the verdict of mankind. They shall not pass."

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SHANGHAI, SUNDAY, MAY 19, 1918

CADILLAC COAT OF ARMS DATES BACK TO CRUSADES

Research Into Heraldry Reveals
Interesting Meaning Of Es-
cutcheon Used On Car

Experts in heraldry, delving into the dim records of the past, have brought to light much interesting information regarding the coat of arms of Antoine de la Mothe Cadillac, which is used as the radiator emblem on Cadillac cars. This authentic information shows that the coat of arms had its origin in the time of the crusades.

The shield is divided into four quarters. The first and fourth quarters (upper left and lower right) are gold, divided by a black "fess" or lateral band. Each quarter contains three "merlettes" (small birds), two above and one below the fess. These quarters are the arms of the de la Mothe family.

The "merlettes," legless and without beaks, are heraldic adaptation of the martlets, appearing in threes they have a holy significance, being considered sacred to the Trinity. They were granted to knights by the ancient School of Heraldry, together with the "fess," for valiant conduct in the crusades. The birds, shown in black against a gold background in the Cadillac arms, denote wisdom, riches and cleverness of mind; ideal qualities for the adventurous and zealous Christian knight. Of the merlette, Guillaume, an ancient historian, says: "This bird is given for a difference to younger brothers to put them in mind that in order to raise themselves they are to look to the wings of virtue and merit, and not to the legs, having but little land to set their feet on."

The second and third quarters (upper right and lower left) are the arms of another ancient French family of the landed gentry allied to the de la Mothe family by marriage. These were probably adopted in the de la Mothe coat of arms when by some fortunate intermarriage another "seigneurie" (parcel of land) was added to their possessions. In these quarters the colors denote that the marriage added to the fame of the family of de la Mothe something besides broad acres—"marked progress and boldness in action" for the red; "purity" charity, virtue and "plenty" for the silver. The red France. The seven pearls in the four fields of the Crusades.

The coronet or coronet ensigned the arms of Cadillac is that borne by the six ancient counts of France and is emblematic of descent from the old counts of Toulouse, who were affiliated with the royal stock of France. The seven pearls in the coronet indicate the nobleman's descent from the royal counts of France.

How To Buy A Used Car Told By Motor Expert

Most Important Parts Not Readily Visible And A
Close Inspection Is Advisable

By William M. Stewart, Jr.,
President of the Stewart Automobile School

Buying a second-hand car is like the proverbial case of buying a pig in a poke, as the most important parts are not readily visible. The engine can be doctored, the gears silenced and a camouflage of fresh paint will cover a multitude of sins so that the unskilled purchaser is readily deceived. On the other hand, good used cars are hard to get and almost always command a good price.

There are several sources of second-hand cars available. One may buy a car "as is" from the original owner; one that has been taken in trade by a dealer in new cars, or one that has been overhauled and is for sale by a dealer who makes a specialty of rebuilt cars. Buying from an owner is risky unless one knows the history of the car, knows what vicissitudes it has been through and what amount of care the owner has given it. A car that has been run a year by a careful owner, has been carefully looked after, kept tuned up and minor repairs made when needed—such a car is but little inferior to a new one. The engine bearings will have worn to a good fit and it will have fully as much power as when new. The real value of such a car is usually above its second-hand price. After a little overhauling and a judicious application of fresh paint it will be found to be very satisfactory. But a car of which one knows nothing will need a thorough overhauling and may prove to be an expensive investment.

Dealers in new automobiles take used cars in part payment, and these may be earlier models of the same make or of other makes. They overhauled them to some extent, but usually sell without guarantee, though sometimes they are sold fully guaranteed. It stands to reason that they will be more careful with cars of the same make as the ones they are selling, as any dissatisfaction will hurt the sale of their new cars. The dealers who make a business of handling used cars generally overhauled them themselves or have it done elsewhere. Here a very important factor is the standing of the dealer. Some are conscientious in the matter, as they have a reputation at stake, whereas the other—well, they never expect to see you again anyway. No matter from whom the car is purchased it should be looked over very carefully. A demonstration is always given as a matter of course. This consists of a short run around the neighborhood, starting, stopping, speeding up and a quick run up one or two moderate hills. If the car shows sufficient power, flexibility, etc., the average purchaser is satisfied and buys the car. But the experienced purchaser investigates further. Compression should be tried by

getting out the starting handle and cranking the engine slowly by hand. Each cylinder should give good resistance in order to develop full power. If one or more are weak they must be remedied. Where piston rings and cylinders are badly worn it is possible to use an extra heavy oil in order to restore compression.

Run the engine at different speeds and listen for any knocks. The presence of a knock would indicate loose parts, carbon, or piston slap. If the engine has been overhauled all carbon will have been removed and all bearings tightened, so that a knock would indicate piston slap, which is due to wear of pistons and cylinders. This can only be removed by regrounding cylinders and replacing pistons and rings by large ones—an expensive process.

Test the battery and note its condition. Turn on the lights to see if they burn at full brilliancy and do not dim much when starter is used. Also note if starter cranks the engine rapidly and if the engine starts readily. Watch ammeter to see that ammeter and cut-out operate properly. But a complete inspection of the entire electric system usually requires a skilled man. Watch the oil gauge to see that the oiling system works properly. Run the engine a few minutes and feel the bottom of the radiator. If it gradually grows warmer and then hot, you know the pump is pulling the water down as it should, otherwise the heat would stay at the top of the radiator.

Have the covers of the gear case and differential removed to see if the proper lubricant is being used. Noisy gears may be silenced for a time by using an extra heavy grease. Put the gears into low and intermediate speeds and rock them to see if the teeth are badly worn. There should be no appreciable click if the gears are in good condition.

Jack up both rear wheels and test for lost motion between engine and drive wheels. This should be done with gears in mesh. If there is much wear it will be quickly discovered.

While both rear wheels are on jacks put the emergency brake on half way. Try to turn each wheel; they should turn with equal resistance. To test the foot brake have the demonstrator put it on while you try the wheels again. Take hold of the hubs and try to shake the axles up and down. If they are loose, the bearings are worn. Take hold of top and bottom spokes and try to rock the wheel to see if it is properly fastened. Look over the tires carefully for cuts, sand pockets, rim-cutting, etc., but do not place any reliance on second hand tires.

Put up the top and note its condition. And last, but not least, take an experienced friend with you on the demonstration. Such a person should know about how much to expect for the price stated.

TEACH AERO MECHANICS IN CADILLAC SCHOOL

Fliers And Mechanics Study
V-Type Engine In Motor
Car Plant

Many of the engines which will drive American aeroplanes over European battlefields will be Cadillac-made, and many of the men who operate them and keep them tuned up will be Cadillac-trained.

The training is now proceeding, under Government auspices, in the former technical and repair school of the Cadillac Motor Car Company, which has now become the Mechanical Aeronautical School, Signal Service Division.

The students, for the most part, come from the Government ground school at Kelly Field, San Antonio, Texas. Every 30 days a group of 20 enlisted men is sent to Detroit from Kelly Field. The course covers 30 days. Each day there are two hours of lectures and six hours of practical shop work. At the end of the course the men undergo a written examination.

At present the men are learning the principles of the gasoline engine from two Type 57 Cadillac engines. These embody the same V-type principles as the Liberty airplane engine, and later on Liberty engines will be added to the equipment.

A Lot Of Little Drops

A little drop of oil will almost always stop a squeak;
A little drop of solder 'll stop a radiator leak;
A single drop of gasoline will not do any good,
But many drops will make the engine hum beneath the hood.
A drop in temperature will sometimes cost a lot of cash;
To drop a foot or more into a ditch will cause a smash;
Repair men often drop a nut or bolt into the pan.
And then they'll drop their work and do some fishing, if they can.
Oh, drops are most important; you should watch them, it is clear;
But you needn't look for any drop in prices now this year.
H. S. OSBORNE.

Urge National Inspection Of All Auto Brakes In U.S.

Prominent automobile, public and insurance men throughout the United States are backing a national movement for the inspection of automobile brakes. The agitation for such a movement has grown out of the success in bringing about the proper suppression of glaring headlights, which, in the opinion of those high in the automobile world, is the lesser evil of the two.

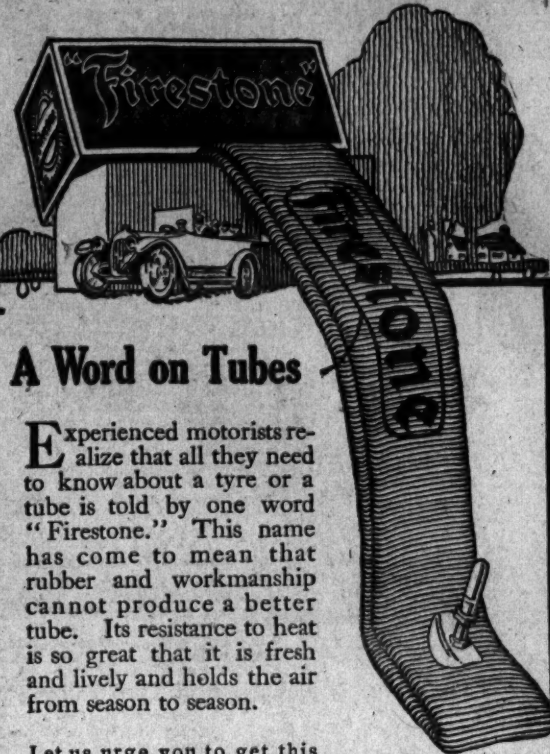
The matter is receiving Nation-wide attention, and it is not impossible that legislation may be instituted before this session of Congress closes looking toward regular inspection of brakes.

The object of this movement is to prevent the ever-increasing number of fatalities, which are daily occurrences, especially in the larger cities, due to imperfectly adjusted and defective brakes. T. D. Pratt, Executive Secretary of the Motor Truck Club of America, says: "Our experience has shown us that 60 percent or more of the automobile accidents are caused by brakes or steering gears being in poor condition, and the large proportion of this percentage is due to poor brakes."

Although no compulsory legislation has been passed to date compelling such an inspection, it has had the endorsement of such officials as Arthur Woods, former Police Commissioner of New York City, and Francis M. Hugo, Secretary of State. The popularity of the movement, those who are interested in it say, must rest upon the always voluntary support of automobile owners.

The plan of the brake inspection movement is to prevail on every motorist and truck owner to have his brakes inspected by his dealer at the opening of the season and at frequent intervals thereafter. It is called to his attention that the brake rods can usually be turned up two or three times before new brake lining is needed. A simple adjustment of the equalizers will frequently make the brakes safe, instead of dangerous.

As the movement grows, some official seal will be devised which will be placed on the car showing the date of last inspection. The one proposed is a small disk bearing the words, "Brakes Inspected, 1918."



A Word on Tubes

Experienced motorists realize that all they need to know about a tyre or a tube is told by one word "Firestone." This name has come to mean that rubber and workmanship cannot produce a better tube. Its resistance to heat is so great that it is fresh and lively and holds the air from season to season.

Let us urge you to get this tube for the money it will save in tube bills and the economy it will mean through its superb support of your casings. Weak, leaky tubes are among the worst enemies of tyres. And remember that all we have said is covered by the one word, "Firestone," the "Word of Honor" in tubes or casings.

Shanghai Tyre Service Station
18 Nanking Road
J. R. HARVEY (Proprietor)

Firestone

Auto Owners Helping Solve Delivery Problem

Automobile owners now are co-operating with automobile makers, distributors and dealers in solving the vital problem of automobile deliveries, intensified by the wartime congestion on all railroads and the unparalleled shortage of freight cars.

In many instances, they are bringing their own cars from the factory in order that they may have them for immediate use. In the past two weeks, for example, twenty buyers of Oakland cars, who reside in the metropolitan district, have driven their automobiles from the Oakland factory at Pontiac, Mich., to New York and nearby cities, participating in two driveaways with service station workmen employed by the metropolitan distributor, the Sidney B. Bowman Automobile Company, and his dealers in this territory.

"These first two driveaways from Pontiac to New York made possible the immediate delivery of thirty-six cars in all, and so successful were they that we have decided to continue this method of delivery, running the motor caravans on a regular weekly schedule," said Mr. Bowman.

"These driveaways have emphasized the need for better roads, not only to facilitate the delivery of automobiles but to increase the efficiency of the millions of passenger cars and motor trucks that are essential factors in present day transport. "On a driveaway from Detroit and the surrounding automobile manufacturing points to New York, the average cost per car is in the neighborhood of \$100, and from seven to ten days are required for the trip. Better roads, however, would mean an appreciable saving in dollars and days.

"In the matter of driveaways alone the unimproved highways of the United States are a costly proposition. During the spring and summer months an average of 3,000 cars daily will be driven from Detroit, Cleveland, Indianapolis and other centers of automobile production to all parts of the country.

"The owners that participated in the two trips from Pontiac to New York are enthusiastic over the driveaways. In addition to having an enjoyable tour they had an opportunity to become thoroughly familiar with their new purchases."



is right in front for efficiency and light-giving capacity and behind it stands the name of Vandervell. From the dynamo to the battery, the battery to the switchboard, the switchboard to the head lamps, side lamps, interior lamps, tail lamps, it is a thoroughly sound system; a system, too, which is equally suitable for every style and type of car.

SIMPLE "SAFE" CERTAIN

The Hall Mark for everything Electrical in connection with motoring is C.A.V.

There is a C.A.V. Set to suit your car. May we send you full particulars?

C.A.V. Vandervell & Co., Ltd.
Electrical Engineers, ACTON, LONDON, ENG.



Best Quality Lowest Price

ANDREWS & GEORGE

1 FOOCHOW ROAD.

BRISCOE

"The Car With The
Half-Million Dollar Motor"



A WOMAN'S WISH!

Every Woman's wish is for beauty, and with the Briscoe it is a wish "come true." The Briscoe stands stately and graceful, its beautiful body lines making it a prime favorite with the ladies.

A MAN'S WISH!

Every man's wish is for power, strength—and economy. Yet there must be beauty in it too. The Briscoe represents these merits, making it the choice of the most discriminating buyer.

"Like a Lamb in Docility—Like a Giant in Power"

1918 Models at 1917 Prices—Only a few Left—Call for a Demonstration!

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Phone Central 2002

38 Canton Road



The World's

Largest selling fine car...

Nothing can be written that will tell the Hudson story with such emphasis as the thousands of Super-Sixes demonstrating their superior qualities in daily use. This is true in all parts of the world and under all imaginable conditions.

The HUDSON SUPER-SIX

The Dynamic — won the enviable place it now holds in the world's motor mart by doing everything a motor car can do Better!

In any locality, where automobile contests of any kind are conducted, it is the Hudson Super-Six which the others strive to beat. Facts sell the Super-Six. We claim nothing for the Hudson that it cannot, in actual service, live-up to.

All we ask YOU to do is to ask for a demonstration. The HUDSON will do the rest.

DODGE & SEYMOUR (CHINA) LTD.

89-91 Rue Montauban

Phone Central 322

A CONSERVATION PLEA FOR AUTOMOBILE TIRES

U. S. Manufacturer Estimates
4,000,000 Were Needlessly
Destroyed Last Year

Conservation of tires by every automobile driver in America is urged as an indispensable necessity by the manager of one of the largest manufacturing companies.

"If our rubber manufacturing companies are to have an even chance to supply the tire needs of the 6,000,000 motor vehicles now registered in the United States and of the new cars that are being turned out every day," he says, "and at the same time take care of the rubber needs of the Government, every car owner must make his tires deliver the last possible mile. The needs of the Government are paramount and must be supplied, whether anybody else gets tires or not, and the most patriotic service that car owners can render is to help check the enormous waste that has been rife.

There have been tremendous extravagance and waste in automobile tires. The amount of mileage lost each year, expressed in money value, runs into the hundreds of millions. This represents the enormous quantity of tires that were not given an even chance to deliver their full service, because of neglect, abuse, or sheer carelessness. Tire experts estimate that last year's tire loss was fully \$150,000,000. Figured at \$35 per tire, which is a good average price, more than 4,000,000 tires were wasted within the twelve-month period. And only two of our big tire manufacturers made in excess of this number of tires during the year.

"We are being brought face to face with the absolute necessity of conserving the nation's man power. Much of the 'service' to which motorists are accustomed could be performed by the car owner himself, or prevented entirely by a little forethought before starting out on the trip. Every tire must be kept in service as long as there is a mile in it. Our economic needs will not now permit the replacement of partly worn out tires."

USE FOR ALL WAR'S CARS AFTER PEACE IS DECLARED

Government Will Need Thousands Of Motor Vehicles For
'Speeding Up' In Many Lines

Publications that are urging Government ownership of railroads are pointing to the use to which motor trucks purchased in large numbers for war purposes can be used when the war is ended. One of these papers, published in Washington, D. C., insists that freight should be delivered in the same manner that mail is delivered and that motor trucks should be used by the Government for this purpose. Inasmuch as Government ownership of the railroads, in a practical sense, is with us now, proper supervision of motor trucks as auxiliaries of the railroads in assisting the reconstruction of industry after the war will come as a matter of course.

Everybody knows that serious difficulties encountered last year in connection with the railroad tieups were caused by congestion at the terminals. It is to be feared that the serious traffic tieups will again be encountered next winter if some positive steps are not taken to relieve this congestion at the terminals. One of the papers points out that delivery of freight from the depots should be handled just as delivery of mail and parcel post is handled—promptly and efficiently. There is no doubt as to the reasonableness of this view. The remedy is something that cannot wait until after the war is over, however, and motor trucks, which are the logical means of delivery from terminals, should be put into use at the earliest possible moment and in generous numbers. The aid thus given the railroads should permit them to go through next winter without anything like as serious a congestion problem as that which caused disaster the latter part of last winter.

It is well understood that the Post Office Department is now endeavoring to work out a system whereby motor trucks may be used for delivering parcel post along the rural routes and in a manner that will insure the handling of much heavier and more bulky packages than are now permitted for shipment via parcel post. So there need be no fear that the Government will have too many trucks on its hands. All of the trucks which are to be taken out of war work when peace is finally attained, and more too, can well be used by the Government in speeding up.

FORD STOPS VISITORS

The Ford Motor Company has closed its doors to all visitors. The records of the company show that thousands of people from all parts of the world visited the factory. The officials of the company express their regret that it was necessary to discontinue this courtesy, but a rigid rule from the government put it entirely beyond the powers of the Ford Motor Company.

To Use State Motor Roads For Military Transport

National Auto Club Sending Report On Conditions To
War Department At Washington

New York, April 14.—Two bills of prime importance to the transportation facilities of this State and the United States Government were introduced into the Legislature last week. One was aimed to provide real and permanent benefit, being the bill introduced by Senator Henry M. Sage, Chairman of the Senate Finance Committee, authorizing an appropriation of \$1,000,000 to keep the main highway in repair between Buffalo and New York. It was recommended by Governor Whitman, and if passed, as it doubtless will be, will place the Empire State on a par with other neighboring States which took a broad view of highway conditions during the winter for the passage of Government transportation motor trucks and kept their main roads open. New York, although urged to take action for snow removal by the Highways Transport Committee at Washington, unfortunately did nothing, but it is said that a better record may be made next season.

The second of these two bills appears, on the face of it, as a reactionary measure. It provides, briefly, that motor trucks, with their loads, of more than ten gross tons weight be prohibited from operation on the State highways. If adopted this would prohibit the use of five-ton trucks and would seriously impair the development of motor-truck transportation. The five-ton truck weighs about that much, and with its five-ton load usually weighs slightly over 20,000 pounds. In this instance it is significant to note the greater liberality of New Jersey, where motor-truck loads of 30,000 pounds are allowed.

Road repair work as a war measure is being widely recognized as one of the prime necessities, and plans are being perfected in all of the States through which Government transport motor vehicles pass on their overland runs to the seacoast to maintain their main roads in the best possible condition. The United States Government is taking a vital interest in the highway work of the various States and it was learned last week that the War Department recently asked the Automobile Club of America for a report on road conditions from Buffalo through New York to Baltimore with special reference to the strength of the bridges.

Owing to the miserable condition of the Mohawk Valley route during the winter, most of the army transport wagons from the western factories went to Baltimore via Pennsylvania, which kept the main trunk line free from snow. During the coming months, however, a large number of trucks will use the New York roads,

and the Government's inquiry is directed toward ascertaining the best roads to the seaboard terminals as well as to the base hospitals in the East. O. H. Wells, the road expert of the Automobile Club of America, recently returned from an up-State tour of investigation and his report will be submitted to the Government this week.

For motor truck travel across the State Mr. Wells suggests two routes, one the main Mohawk Valley route from Buffalo to Albany and down the east side of the Hudson River, as generally used. The second, and which he considers preferable at the present time is from Buffalo along the Mohawk Valley road to Avon, then south to Hornell, thence east to Elmira, continuing through the Susquehanna and Chemung Valleys to Binghamton, Middletown and Goshen, striking the main road on the west bank of the Hudson just above Tuxedo, and thence to New York. From Buffalo to New York by the latter route is 409 miles. By the main Mohawk Valley road the distance is 450 miles.

The Mohawk route between Syracuse and Geneva and also in the Batavia section is in poor condition and these stretches are in urgent need of immediate repairs. From New York to Albany, on the east side of the Hudson, there is a short strip under construction through Tarrytown which is expected to be finished by July 1, and there is another bad piece across the Astor flats between Rhinebeck and Hudson.

Mr. Wells states that all of the culverts in the State roads will support a weight of from fifteen to twenty tons.

As an illustration of the importance attached by the Government to road maintenance on main thoroughfares, the following statement from Secretary Houston of the Department of Agriculture to the American Association of State Highway Officials is significant:

"So far as it is practicable to do so, this department will urge the maintenance of the highways already constructed; the construction and completion of those highways which are vitally important because of their bearing upon the war situation or for the movement of commodities; the postponement of all highway construction relatively less essential or not based upon important military or economic needs. The department is preparing to suggest to the State Highway Departments the preparation of a schedule of work for the Federal aid projects for 1915 in line with this policy."

Autos In U.S. To Solve Transportation Problem

Everything in the national situation as it focuses in Washington indicates that transportation will govern with increasing severity conditions of American living in the next twelve months.

This is the opinion of C. R. Norton, general sales manager of the Packard Motor Car Company, formed in six weeks study in Washington of the various angles of production and distribution with reference to the nation's war program.

"Shortages develop, one after another, with startling rapidity, until the country at large is under the impression that insufficient supply is the rule," says Mr. Norton. "But usually a shortage induces an influx of extra effort and additional capital, with the result that the machinery to overcome it soon is under way."

"Transportation, however, is another story. Though we may produce a surplus of commodities of different kinds in different spots, it is by transportation alone that the surplus can be made effective relief for the general situation. And transportation facilities are not created instantly, nor even in the comparatively long time it takes to grow and reap a harvest."

"We may find ourselves with the wheat for bread, the steel for cars, and the coal for power, each in surplus at its source, and still be terribly in want of them because of inadequate transportation."

"That's liable to be the real shortage of motor cars, for instance. The man who needs a car for the efficient carrying on of his affairs and the efficient participation of his wife and daughters in the various forms of patriotic work in which women are engaged can hardly show more foresight than to buy now. The cars are available now—but the whole tendency is that they will not be a few months from now."

"Moreover, the kind of car a man buys now is as important as the getting of one now. Automobiles should be chosen and bought with reference to their efficient, economic ability as means of transportation. It looks

now as if we were only in the beginning of curtailed passenger service by rail. Troop movements are increasing rapidly. Freight movements are mounting beyond anything any country ever has known. So more and more the motor car is called on to extend its range of operation from cities to suburbs, to remote suburbs, to smaller towns 40 and 50 miles out, to the next largest centers, 150 to 200 miles distant.

"Another factor is the probable length of the war. The enemy is striving to make it short and bitter for us. But Washington is proceeding on the idea that it will be of longer duration. A man buying a car now should buy with the care that accompanies investment in a genuine utility. He should consider how much he is going to get out of the car, how long it will last, and how high its resale value will be in case he decides suddenly to go into government service."

"A car now, and a car that will have the permanency of a real investment, is the only safe advice in prevailing conditions."

The Auto Has Become A National Necessity

"In the patriotic activities of the Nation the automobile has filled an invaluable place," says John N. Willys, President of Willys-Overland, Inc.

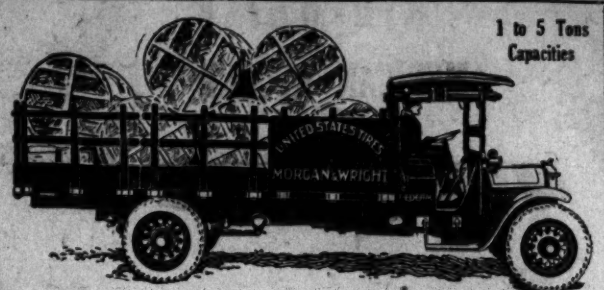
"We Americans recently sold five billion dollars' worth of Government bonds to nine million people within a period of thirty days. A fair estimate is that a half million automobiles were directly employed in making this achievement possible. Also a short time ago most of us took a little time off and raised in a week a hundred million as a preliminary help to the Red Cross."

"Naturally we saved time and months longer without the automobile. In this work, a few hundreds of

thousands of them at least. We have just built a group of great cantonment cities, completely equipped and with room enough to house a million men. It would have taken us six to nine months longer without the automobile, a contractor told me, and he had built two of the biggest cantonments. I am talking about the passenger car now. And these are some of its emergency uses."

"But what of the doctor who is called out in the night? What of the farmer who must hurry to town for his seeder or his harvester; the business man who must catch a train? These too are emergency uses. In total, they call out every day probably more automobiles than we shall

ever call into play for any concerted national need. "For there are some 4,000,000 of these passenger cars in this country. They are travelling 44,000,000 miles every day—the equivalent of 1,500 times around the earth. Their estimated annual passenger mile service is 60,000,000,000, against 35,000,000,000 for our railroads. Think what this means in transportation. Do you realize that our passenger automobiles could move 20,000,000 people—one-fifth our population—comfortably seated, 100 miles in a day with one filling of gasoline? The picture is staggering, not only because of its colossal size but because of the conception it gives of the marvelous flexibility of this huge transportation machine."



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DEFLATED TIRES EXACT HEAVY COST IN POWER

Goodrich Co. Gives Data Showing Strain On Engine Because Of Extra Pull

An investigation just concluded by the B. F. Goodrich Rubber Company discloses interesting data on "Where is the greatest loss of power in automobile operation?"

A test conducted with a 2,700-pound automobile showed the power loss distributed as follows: Front wheels, 31 per cent; rear wheels, 30 per cent; front bearings, 8 per cent, and rear bearings (including transmission mechanism up to neutral gear), 50 per cent. Thus nearly two-thirds of the power is absorbed through the tires. These figures show the prime importance of proper inflation, since so much of the power is expended through the tires.

To prove greater power is needed to pull under-inflated tires the test was continued. The apparatus used consisted of rollers on which a car was mounted. The car was anchored and the rollers were driven by an electric motor. The amount of power required to turn the rollers with the tires inflated to eighty pounds was determined; then the tires were deflated to thirty pounds, and the amount of power needed was again recorded. It was found from the test that fully 25 percent more power was needed on the under-inflated tires.

This test also proved that the absorption of power by the tire caused a tremendous rise in the temperature of the tire. Tire experts agree that internal heat and friction are the greatest destroyers of tires, and that this heat is greatly augmented by under-inflation.

Another test proved conclusively the folly of under-inflation. It was made in this manner: A car with low inflated tires was run one-half hour at the rate of forty miles an hour. Analysis then showed the temperature of the tires to be just 39 degrees higher than when the run was started. Low inflation always causes greater tire flexure, and the greater the flexure the greater the heat generated, as it takes power to generate heat. The power generated by the engine is thus lost because the heat dissipated into the air. Summing up, maximum power from your engine, and minimum consumption of gasoline are only to be had with properly inflated tires.

TRUCK EXPRESS SERVICE BETWEEN CITIES IN U.S.

Fleet Of Packards Operating From Akron To Cleveland Cuts Rail Time

The recognition which the motor truck is winning as a fast and dependable carrier of inter-city shipments is instanced by the American Express Company's decision to handle all express shipments between Cleveland and Akron by motor truck. The Knutson Motor Trucking Company of Cleveland secured this express company business on its ability to furnish faster and more economical transportation. Operating 14 Packard trucks of big capacity, this hauling contractor is able to make delivery between the two cities in 4 hours; by rail it takes at least a day under normal conditions, considerable more in present traffic conditions. The railroad rate with pick-up charges is 47 cents per 100 pounds; Knutson has contracted to haul all shipments for 40 cents a hundred weight.

Of the 50,000 tires which are manufactured daily in Akron, very few now are shipped out by rail. Most of the big tire companies either make delivery by motor truck direct to their branches or ship to Cleveland by motor truck for rail distribution from there. Since most of the materials coming into the Rubber City are handled similarly, motor truck traffic between these cities is very heavy.

A traffic census made on this road some time ago showed that during a period of 72 hours 507 motor trucks passed the point of survey.

Non-Skid Casings Held To Be Gasoline Savers

Few automobile owners realize the saving in gasoline there may be by the use of non-skid tires. Engineers agree that the non-skid tire delivers the maximum of power developed by the motor because of its firm grip on the road.

The non-skid tire has always been considered an essential in winter, but it is coming more and more into all-year-round use. The inherent characteristic of the non-skid tire is its ability to grip the ground and prevent slippage. If the wheel makes a complete revolution without slipping, the car has moved a maximum distance, and the power developed has largely been used in moving the car forward. The gasoline consumed has been expended to the best of possible advantage.

Tests to prove the economy of non-skids were invented by Joe Dawson, holder of the world's twenty-four-hour record, using both non-skid and ribbed tread tires under identical conditions and comparing results. In the test run Royal Cords showed that the car maintained a greater speed with the non-skid tires.

Tells Of Skill Required To Make Transmissions

Buick Paper Tells Of Processes Through Which Motor Gears Must Pass In Factory

The Buick Bulletin in an article devoted to the making of gear transmissions points to the great skill necessary in this department of automobile construction.

The function of the transmission, or gear box, in an automobile, reads the article, is to transmit the power of the motor to the rear wheels in the various speed ratios required by starting, heavy pulling and ordinary driving, and also to provide means for reversing or backing the car. This requires several sets of accurately made gears, sufficiently tough to withstand severe shocks and hard enough to stand the friction and wear of the most unusual driving conditions over long periods of time.

The solution of the various problems presented by these requirements draws on the resources of the engineer, the metallurgist, the forger, the heat treating oven, the skilled machinist and the assembler.

First the gear blanks are drop forged from billets of special alloy steel by steam hammers fitted with dies of the proper shape. The steel billets are heated and the pounding of the hammers compresses the molecules of which the steel is composed, making it denser and stronger. The principle is an old one and is the same as was used by the old armorers in making the famous Toledo blades, but the big Buick hammers accomplish more in a few crushing blows than was done in many days of hand hammering in the olden days, and do it more uniformly.

From the hammers the forgings are taken to the heat treating ovens and heated to a high temperature, then quenched in oil to refine the structure of the steel still further. This is the hottest heat treatment they receive, the three heatings that follow being on a gradually descending scale to first anneal the steel and then to give it the proper hardness and toughness. The next operation is in the heat treating department of the transmission factory where the gear blanks are heated in an annealing furnace and allowed to literally soak up the heat for several hours, making them less brittle and softening them for the machining operations. This is a vast array of these heat treating ovens, of various sizes and types, each one adapted for properly handling gears of certain sizes and shapes.

Maintaining Even Heat

One of the most interesting devices in the heat treating department is the automatic electric pyrometer. It is of course essential to good heat treating that an even temperature be maintained in the ovens. That is the purpose of the pyrometer—to take readings of the temperatures in the various furnaces every ten minutes. If the temperature is too low in any one furnace, the workmen at that furnace are notified by a green electric light over their heads. If it is too hot a red light turns on. A white light indicates that the heat is just right, and when all three lights are burning at once the prescribed time for heat treatment has expired and the material is ready to be removed.

The primitive method of heat treating was to heat the metal until it was a certain color, say cherry red for a certain part. It was necessary to rely on the judgment of the workmen, both in securing the proper temperature and in maintaining the fire to keep the parts heated to that temperature for the right length of time, with the result that no two branches of parts were treated just alike. Under the method employed at the Buick factory, the heat treatment prescribed by the engineers is followed to the letter in every case, all chance for error or oversight on the part of the workmen being removed.

From the heat treating department the gears go to the machining and gear shaping department, filled with long rows of the most ingenious automatic and semi-automatic machines. Let us follow the countershaft gear, for example, through some of its stages of transformation. The countershaft gear is quite a complicated affair, with a perfectly round hole in the exact center fitted with two bronze bushings, or bearings, and is really three gears of different sizes in one piece. Three countershaft gears are placed firmly in a big drilling machine and the holes bored through their entire length. While the first three are being bored, three others are gotten ready,

so the machine is constantly operating on three gears. They are then passed on to a semi-automatic machine that does the rough turning, or blocking out, which prepares the gears for the shaping machines. Six holes are then drilled in one operation in the flange on the end of the gear, to which the high speed gear is subsequently electrically riveted. The finished turning is then accurately done and the gear inspected by means of micrometric instruments and gauges for the diameter of the holes, the diameter of the three gears, the spacing between the gears and the length over all.

Motor Dentistry

Now the teeth are "roughed" in on the three gears and transferred to another shaping machine, which finishes them very smoothly and accurately. The next operation is to chamfer, or bevel, the ends of the teeth to make it easier for the driver to shift from one speed to another without clashing the gears. The gear is then carefully washed to remove all particles of grit and inspected to check the pitch, diameter and concentricity.

Returning to the heat treating department, the gear is given its third heat treatment, this time in melted lead. The object of heating in lead is twofold—first, to insure an absolutely even temperature clear through to the center of the gear, and second, to prevent oxidation from the inrush of cold air which occurs when the door of an oven furnace is opened up. It is then quenched in oil and again returned to a furnace, this time to be "drawn" in a bath of oil to remove the hardening strains caused by the sudden contraction of the outside surface of the gears from quenching. A small spot on the gear is then polished on an emery wheel and the gear placed under the microscope, the most accurate instrument yet devised for testing the hardness of metals. This test insures that the gears have been accurately heat-treated and are neither too hard nor too soft. The made from a drop forging. Another is that every gear is given four separate heat treatments. Still another is the high factor of safety against breakage. In designing the present transmission a number of thorough tests were made to decide how large the gear teeth should be to guard against breaking. Some gears were made up with teeth three-quarters of an inch in length and some at gear and the two are riveted together with great rapidity by electricity.

The square, or main shaft, of the transmission is the one on which the gears slide back and forth in the operation of shifting, which of course necessitates a square hole in the center of these gears. This is accomplished by roughing out the holes with drills and finishing on a broaching machine, which is equipped with a long, tapered tool drawn slowly through the gears by screw power.

Making The Case

The next stage of transmission building is making the transmission case. Quite as much accuracy is necessary here as in the gear and shaft work. The flange on the front of the case that is fastened to the crankcase must be accurately machined and the countershaft and main bearing holes line reamed. This insures perfect meshing and noiseless operation, with a minimum of friction and wear, which result could not be otherwise attained.

The transmission case castings are made in the Buick foundry and are sent from the stock room to the giant milling machine that mills off the ends and tops at the same time. Fourteen transmission cases are placed in this machine at once and run through without further handling. This is of course a specially designed machine for Buick use. Another special machine operates on four cases at one time, rough boring them at one end and finish reaming them at the other. The case is now put in a multiple spindle drill that drills the twenty-six holes on the ends, tops and sides of the Buick transmission case in a single operation. The last operation is threading the holes in the front of the case and putting in the studs, which is all done quickly by machinery, after which there is a rigid inspection of every operation and the case is deposited on an endless belt

that conveys it to the assembly floor above.

On the assembly floor the case moves down one side of the room and the gears and shafts down the other all turning in toward the center at the end, where the complete assembly is accomplished. The case, upon being removed from the belt conveyor, is passed through a most ingenious washing machine that carries the case through a hot soda solution on an endless chain, removing every speck of grease and grit. A small amount of metal or dirt in the case might undo all the fine work that had previously been done on the gears, so as an added precaution the entire case is painted inside.

Assembling The Parts

On the other side of the room we see the assembly of the gears and shafts before meeting the cases in the main line. The countershaft and idler pin are pressed into the end plate, drilled and planned into place. The double row ball bearings—used in the transmission—are fitted to the shafts. The clutch gear assembly, bearing the clutch brake, is gotten ready and we find ourselves beside the long row of movable assembly stands that progress down the track in the center. The end plate assembly is fitted to the case, the countershaft and idler gears slipped in place, then the low and reverse and the high speed sliding gears. Now comes the end plate with the main shaft, followed by the clutch gear and bearing. There is a man at either end of the case and the work progresses with great rapidity. A paper gasket is then shackled around the opening and the cover plate assembly, with the gear shifting lever, is firmly bolted on. Now comes the clutch release yoke assembly that fits into two holes on the front of the case, next the emergency brake lever and sector, and finally the universal joint is bolted to the flange, connecting with the rear of the main shaft.

The completed transmission is placed in the testing machine, which is equipped with an electric motor. The main shaft is caused to revolve as it were in the car and the gears shifted from one speed to another to detect any imperfections in the gears or the assembly work. The inspector is also on the lookout for noise and sends any noisy transmissions back to have the necessary corrections made.

A notable feature of Buick transmissions is that every gear in them is a drop forging. Another feature is that every gear is given four separate heat treatments. Still another is the high factor of safety against breakage. In designing the present transmission a number of thorough tests were made to decide how large the gear teeth should be to guard against breaking. Some gears were made up with teeth three-quarters of an inch in length and some at gear and the two are riveted together with great rapidity by electricity. Transmissions contain-

ing gears of both types were tested in an effort to break the teeth, but it was found impossible in both cases, although the strain was very unusual. It was therefore safe to assume that the three-quarter inch teeth were amply strong enough to do the work, yet it was decided to adopt the seven-eighths-inch teeth as standard Buick equipment.

AMERICA IS THE MOST THOROUGHLY MOTORISED

Autos Cut Little Figure Abroad Compared With Their Popularity In The States

So many phases of American activities during war time have been influenced and regulated through similar circumstances existing in European countries, especially our Allies, that policies laid down by those Governments have been looked to largely by authorities here as the solution to many economic problems as they have materialized.

To give the automobile its proper place in relation to war time activities has for some time been a matter of public notice, and it has been frequently cited how the regulation promulgated in England would be equally applicable in America. But wide difference in the use of automobiles in America and in England throws an entirely different light upon the comparison. Automobiles have never attained the position in the daily life of England that is the case in the United States. England, with her 31,000,000 people, had, according to the latest available report, only 290,000 motor vehicles, an average of only one car to every 107 people in the country, while the United States has 5,000,000 cars, or one car to every twenty inhabitants.

In New York State alone there are 400,000 motor vehicles to its 9,115,514 population, or 110,000 more cars than the total registration in England, with three times the population of New York State.

"It is plain, therefore," says a writer, that motor vehicles in European countries bear but a fraction of the importance to the activities of the people as is the case with the United States, and every restriction on the use of automobiles in foreign countries is of minor consequence compared to the effect similar restrictions might have on the transportation problems of this country."

Authorities in the United States will put forth every effort to maintain unimpaired the extensive utility of the automobile, and rather than place limits upon mileage or fuel supply, the solution will turn toward making automobile use more efficient, i.e., the total mileage will be maintained at considerably less expenditure of fuel, tires, and other supplies.

Wanted His Car— So He Went After It

M. G. Brittain Brings His Packard Home 1,200 Miles From Factory

Max G. Brittain of Columbia, S. C., needed his new Packard runabout for early spring use. The runabout was at the factory, all ready for a friendly hand on the steering wheel. But between Mr. Brittain and the runabout were 1,232 miles of uncertain rail traffic. And he wanted his runabout.

So Mr. Brittain joined hands with W. J. Barbour, of the Gibbs Machinery Co., Packard dealer in Columbia, in an expedition to Detroit. Mr. Barbour was going to drive Southward a new 3-25 Twin Six phaeton. The longer Mr. Brittain looked on his trim new runabout, the surer he was that he wanted it right away. So when Mr. Barbour pointed the phaeton's radiator Southward, Mr. Brittain opined he'd take the runabout then and there and go along.

They made the 1,232 miles of plain

and mountain road a triumphal tour. They left the factory in Detroit on a Wednesday morning at 8 o'clock, and drove into Columbia the following Sunday afternoon at 5. Their immediate report to Henry Lamdale, manager of the Packard carriage sales department, sets forth that they went through seven states and seventeen kinds of roads in each state and averaged ten and 49-100 miles to the gallon of gasoline.

EXPORT 70,000 CARS

Automobile exports from the United States last year, according to the estimates of the National Automobile Chamber of Commerce, even with embargoes on a great many countries, totaled 65,792 passenger cars, valued at \$52,000,000, and 14,347 trucks, valued at \$36,000,000. These products have gone to eighty-two different countries, in some cases leading the way for American products of any kind.

J. Walter Drake, Chairman of the Export Committee of the National Chamber, and John N. Willys, a Director, will be among the speakers at the National Foreign Trade Council at Cincinnati, April 13 to 20.

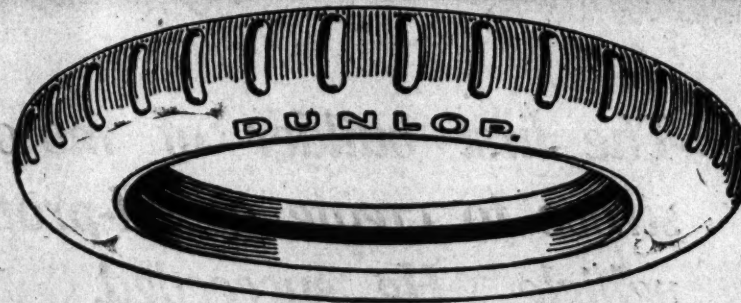
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SPORTING NEWS SECTION THE CHINA PRESS

SHANGHAI, SUNDAY, MAY 19, 1918

BLACK DIAMOND AGAIN IS WINNER

Takes Grand National Steeplechase Race For Third Successive Time

BEATS BORNIER BY A NECK

Great Closing Day Program At Annual Spring Meeting: Kiangwan Races Tomorrow

For the third time in as many meetings, Mr. John Peel's Black Diamond won the Grand National Steeplechase yesterday afternoon, tearing under the wire a neck ahead of Bornier after one of the greatest steeplechase races ever seen on the local course. Rosewood, with Mr. C. H. Burkill up, had a lead of five lengths when it refused to take the Monument wall during the first lap and dropped out of the running.

There were but five starters, but with the elimination of Rosewood, a pretty race was staged between Black Diamond, Bornier and Nomadic, with Panama the fourth pony to finish. Black Diamond won in a driving finish. Bornier and the winner took the last jump simultaneously and tore for the wire neck and neck. Mr. John Johnstone, riding Black Diamond, brought his pony home to a scanty win over Bornier. Mr. Rowe up.

A big crowd turned out for the off-day program and it was given plenty of opportunity to witness. Surprises were the rule of the afternoon, the first coming in the first race when Barabbas, a dark horse, pulled the unexpected and came home with Mr. Springfield up, a length ahead of Goldenrod, paying a dividend of \$184.20 to win and \$94.80 for place. The former dividend is a record for the meeting.

Standard Dahlia A Winner
Standard Dahlia took the Spring Handicap by a length, the Bullfinch losing second place to Sir Lametock in the last 30 yards. Sir Lametock finished in second place a head in front of the Bullfinch.

The Cross Country cup went to Roubie, Slogger came home to an easy win in the Grifflin Handicap; Wynona after trailing the pack until the straightaway was reached, came from behind and won the Try Again Stakes by three lengths. Billy Hill pulled Grey Goose through to a win and the also ran Plate and the closing event of the afternoon, the Mafo's Race which carried with it a \$4,700 prize to the winner of the members' sweep, saw Tige win by a neck from Barbov, with Purity third.

The stellar event of the day was the Steeplechase. Rosewood took advantage of the 10th poor start of the meeting and cut loose with a big lead, followed by Black Diamond, Panama and Bornier, with Nomadic trailing. The ponies took the first jump and the hurdles in this order. On the bank stretch, Rosewood cut loose and soon had a ten-length lead. Black Diamond held second, with Panama and Bornier fighting for third place.

Black Diamond Takes Lead
As the ponies started for the Monument wall, Rosewood maintained the big lead, but it flattered at the wall and ran inside. Before Rosewood was again on the course, the other four ponies had taken the jump and Black Diamond entered the stretch in front of the standstill. Bornier, the latter keeping within striking distance.

Starting the second lap, Black Diamond led Bornier half a length but the latter made it "even step" at the first jump, Nomadic running in third place with Panama six lengths behind. Rosewood was hopelessly out of the running. Bornier took the lead on the back stretch and at the turn was half a length ahead of Black Diamond, the latter running six lengths ahead of Nomadic. Before the Monument jump, Black Diamond cut down the lead and the ponies took the wall together. They turned into the stretch abreast, took the final jump and tore for the wire neck and neck while the crowd stood and watched the ponies struggle. Black Diamond made the final leap for the finish a neck ahead of Bornier. Nomadic was third and Panama finished fourth.

The summary of all races:
1. The Castledown Cup—5 m. 10. Barabbas, Mr. Springfield, 153-1 Goldenrod, Mr. Vign, 151-2 Post Boy, Mr. Crookham, 147-3 L. Aline, Mr. Crookham, 152-0 Modesty, Mr. J. Hare, 152-0 Ringwood, Mr. Elias, 147-0

Kiangwan Races Tomorrow

First meeting held at 1:30 o'clock p.m.

1. The Brookley Stakes, Five furlongs.
2. The Juvenile Plate, One mile.
3. The Littleport Plate, One mile and a quarter.
4. The Derby Cup, one mile and a half.
5. The Novices Steeplechase, Two miles.
6. The Red Rose Stakes, One mile.
7. The Atlantic Stakes, One mile and a half.
8. The Speculation Selling Plate, One mile and a quarter.
9. The White Monday Cup, Nine furlongs.
10. The Park Plate, Seven furlongs.

Special trains will leave Shanghai at 1:05 p.m., 1:50 p.m., 2:00 p.m. and 2:15 p.m.

Purity, Mr. de Zutter, 148-0
Rochester, Mr. Sleep, 151-0
Macathie, Mr. Schoch, 152-0
Croydon, Mr. Hill, 152-0
The Times, Mr. Commons, 152-0
Chello, Mr. Heard, 152-0
Eight, Mr. Dugree, 151-0
Won by one length, 3/4 length, Time 1:31 4-5.
Part-mutuel for win, \$684.20; for place, 1st \$37.40, 2nd \$18.90, 3rd \$9.40.
Members' sweep, 1st ticket 435, 2nd 113, 3rd 69; unplaced—196, 113, 30, 905, 193, 496, 392, 49, 193 and 44.

2. The Double Event Cup—1 1/4 mile.
Dunfield, Mr. Morris, 152-1
Wood Park, Mr. Commons, 151-2
Grey Goose, Mr. Hill, 152-3
Milway, Mr. Heard, 152-0
Commons, Mr. Rowe, 151-0
Rover, Mr. Rose, 154-9
Crane, Mr. J. L. Eero, 152-0
Flash, Mr. Sleep, 152-0
Morningstar, Mr. Springfield, 152-0
Calry, Mr. Toog, 150-0
Won by three lengths, three lengths, Time 2:27 2-5.
Part-mutuel for win, \$11.10; for place, 1st \$6.20, 2nd \$3.70, 3rd \$1.10.

Members' sweep, 1st ticket 703, 2nd 72, 3rd 510; unplaced—416, 660, 547, 255, 405, 48 and 601.

3. The Spring Handicap—1 1/4 mile.
Mr. E. B. Gibbins' grey
Standard Dahlia, Mr. Rowe, 159-1
Mesta, Toog and Speelman's
dui Sir Lametock, Mr. Heard, 150-2
Mesa, Winsome and Asya
chea The Bullfinch, Mr. Hill, 156-9
Mr. C. H. Brown, Persa
light, late Persa, Mr. C. H. Brown, 149-0
Mr. Elias' grey, Battle
Down, Mr. C. H. Brown, 152-0
Mr. George, Santa's
Merryand, Mr. Vign, 152-0
Mesa, Asya and Hasty's
brown The Capricious, Mr. Arnold, 149-0
Mr. Elias' grey, Ginkgenut
late Asya, Mr. Crookham, 148-0
Mr. Bona's grey, Battle
Down, Mr. C. H. Brown, 152-0
Messrs. Rky and Hie's
grey Mushi, Mr. Johnstone, 154-0
Won by one length, a head, Time 3:10.

Part-mutuel for win, \$4,700; for place, 1st \$3.80, 2nd \$1.90, 3rd \$1.30.
Seniors' sweep, 1st ticket 234, 2nd 74, 3rd 712; unplaced—215, 605, 734, 3, 148 and 385.
4. The Cross Country Cup—1 mile.
Foulsie, Mr. C. H. Burkill, 152-1
F. seo Mr. Heard, 157-2
Medina, Mr. Mr. Rowe, 157-3
Mr. Sleep, 147-0
The Boddie, Mr. Commons, 152-0
Zoo, Mr. Hare, 150-0
The Taked B. R. Mr. Lockyer, 151-0
Blackford, Mr. D. pre, 156-0
Kronborg, Mr. Crookham, 152-0
Black Jester, Mr. Hill, 161-0
Won by three lengths, three lengths, Time 2:04 4-5.
Part-mutuel for win, \$18.90; for place, 1st \$9.00, 2nd \$4.50, 3rd \$1.10.
No horse sweep, 1st ticket 473, 2nd 177, 3rd 213; unplaced—424, 78, 202, 738, 174 and 398.

5. The Grand National Steeplechase.
Two rounds a course selected by the Stewards.

Mr. John Peel's black Black Diamond, Mr. Johnstone 154-1
Mr. Lawrence's grey Bornier, Mr. Rowe, 156-2
Mr. Frank's grey Nomadic, Mr. J. L. Eero, 144-9
Mr. F. H. black Panama, Mr. Schoch, 155-0
Mr. Hare's grey Rosewood, Mr. C. H. Burkill, 158-0
Part-mutuel for win, \$11.10; for place, 1st \$6.20, 2nd \$3.70, 3rd \$1.10.
No horse sweep, 1st ticket 660, 2nd 213, 3rd 227; unplaced—1154, 110 and 110.

6. The Grifflin Handicap—1 1/4 mile.
Mr. Slogger's grey, Wili
Mesta, Mr. R. H. Hill, 159-1
Mr. John Peel's grey Bana
Pur, Mr. Johnstone, 150-0
Mr. W. S. Jackson's dun
Pattiblane, Mr. Dugree, 152-3
Mr. Jeffery's grey L'Alene, 151-0

(Continued on Page 2)

INDOOR SPORTS



At the Theaters

A week of sparkling comedy is announced for the Apollo Theater beginning tomorrow night. The films on the fun program include comedies by Weber and Fields, famous American stage stars, and by Max Linder, the popular Parisian actor. Besides other reels featuring lesser laugh producing lights, "The Yiddisher Boy" is the title of a production starring the Music Hall duo, while Linder appears in a three-part picture called "The Worst of Friends" and in another humorous piece entitled "Doctor Against His Will." New American and British comedies will also be shown. Tonight's bill at the Apollo includes the farce drama "A Woman's Fight," "Annals of the War and American Gazette" and a comedy called "The Rivals." The "Last of the Carnaby" featuring Madry Hallett, is the feature for the matinee.

"The Masked Rider," a powerful direct mystery romance by the Metro studios, is the headline number at the Isis Theater. This production, in which Harold Lockwood and May Allison handle the leading parts, has created much favorable comment among picture fans. Two amusing comedies round out the bill.

Three popular two-part Chaplin films—"Chaplin at the Bank," "A Work" and "Shanghai" are the drawing card at the Olympic Theater this afternoon and evening.

Donald Brian, favorite of the American music cat song stage, is appearing in a famous farce comedy called "The Education" at the Victoria. Tonight and tomorrow other pictures include a Paramount Photograph and comedies entitled "The Wild and Woolly West" and "The Arm of the Law." Today's matinee is showing "Anton the Terrible."

Tickets are going steadily for the special exhibition of new British Official War Films to be held at the Olympic on the evening of May 24, Empire Day. A splendid collection of pictures is announced. The booking is at Montreux.

Cricket Tuesday

The cricket team of the British Monitor will play the eleven representing the Cathedral School at the Race Course Tuesday afternoon at 3 o'clock.

Mail Notices

For Japan—
Per N.Y.K. ss. Tahiro M. May 20
Per N.Y.K. ss. Chikuzen M. May 21
Per N.Y.K. ss. Tabina M. May 25
Per U.S. Canada and Europe—
Per C.P.R. ss. Montague May 20
Per C.P.R. ss. E. of Japan May 24
For Manila—
Per N.Y.K. ss. Fushimi M. May 21
For U.S. Canada and Europe—
Per N.Y.K. ss. Chikuzen M. May 20
The following steamers are carrying mails from the United States—
Albera Maru... Due about May 20
Mexico Maru... Due about May 22
Columbia... Due May 21
Kashima Maru... Due May 21
No other mail is scheduled for dispatch from America prior to May 19 and no mail is expected on the Tongo Maru.

St. John's Has Interesting Meet

By taking four firsts, two second places and one third, Yuen Chung-huan won the individual championship at the annual track and field meet yesterday at St. John's University. He defeated his fellow competitors in the shot put, high jump, pole vault and javelin throw and was second in the high hurdles and broad jump and third in the discus throw. He also smashed the records in javelin, the distance being 112 ft. 1 in. He will receive a gold medal on Commencement Day of the college for winning this laurel.

With ideal weather for sports, the contestants, though hardly in their best form after their participation at the intercollegiate meet in Hangchow, displayed keen competition in most of the events. The half-mile race won by Yuen Li-tsoo provided special interest while the hurdle race won by Woo Zei-sung was also quite spectacular.

The summary of the events follows:

100 yards dash—Seniors: 1. Daung Yu-ping, 2. Yuen Li-tsoo, 3. Yui Ung-ta, 4. Sung Yung-pao, Time: 11.1-5 sec.
100 yards dash—Juniors: 1. Kan Zau-ngou, 2. Zung On-sung, 3. Koo Pao-li, 4. Sung Yui-tsoo, Time: 13.2-5 sec.
Shot put: 1. Yuen Chung-huan, 2. Yui Ung-ta, 3. Zia Koh-wa, 4. Wang Kiat, Distance: 36' 2".

50 yards dash—Junior: 1. Kan Zau-ngou, 2. Zung On-sung, 3. Koo Pao-li, 4. Yui Yoh-dong, Time: 6.2-5 sec.
Half Mile Run: 1. Yuen Li-tsoo, 2. Tsung Yab-lee, 3. Ling Ngoh-yuen, Time 2 min. 19 1/5 sec.

Senior High Jump: 1. Yuen Chung-huan, 2. Sung Yung-pao, 3. Daung Yu-ping, 4. Daung Ung-ling, Height: 5' 4".
Junior High Jump: 1. Yui Yoh-dong, 2. Yao Kya-wang, 3. Kan Zau-ngou, 4. Sung Yuen-laong, Height: 4' 5".

Training For Spring Regatta

The Rowing Club promises some interesting races for the Regatta at Hank on June 3.

In the Pre Brigade vs. Volunteers race three Fours are assured; the Deinger Co. the Hongkong Co. and the S.V.C. American Co.

Gardner, an old experienced internationalist, is stroking the Deinger Crow. He has with him some stroke of last year's British Eight, which came in first, Merrill, one of the American Four, which also came in first, and Stewart, who rowed in the American Eight. This combination should give a good account of themselves in the race.

The Hongkong Company has been out every dawn as a 20-m. well, with Olson as stroke. Olson is the Club's Champion sculler and is a powerful car and with the well balanced crew of Thellgren, Bortner and Mansfield will no doubt make the race exciting.

The American Company Four consisting of Spiker, Little, Olson and Ericson. True to the spirit of "Puribus Unum" they are working assiduously under their own Land-crum.

220 Yards Dash

220 yards dash—1. Yuen Li-tsoo, 2. Daung Ung-ling, 3. Yui Ung-ta, 4. Lung Tsoo-suh, Time: 25 4/5 sec.

220 yards dash—Juniors—1. Kan Zau-ngou, 2. Koo Pao-li, 3. Sung Yui-tsoo, 4. Zung On-sung, Time: 30 4/5 sec.

Discus Throw—1. Wang Kya, 2. Zia Koh-wa, 3. Yuen Chung-huan, 4. Yang Hyau-poo, Distance: 88' 4".

220 yards "Novice" Race—1. Sung Yung-pao, 2. Koo Yuen-liu, 3. Zi Tsang, Time: 27 1/5 sec.

120' High Hurdles—Seniors—1. Woo Zung-sung, 2. Yuen Chung-huan, 3. Yang Hyau-poo, Time: 19-1/5".

Running Broad Jump—Juniors—1. Yui Yoh-dong, 2. Zung On-sung, 3. Kan Zau-ngou, 4. Koo Pao-li, Distance: 14' 3".

Senior Broad Jump—1. Daung Yu-ping, 2. Yuen Chung-huan, 3. Daung Ung-ling, 4. Toonk Tahing-tang, Distance: 19' 11".

Mile Race—1. Tsung Yab-lee, 2. min. 30 sec.

220 Yards Low Hurdles—1. Woo Zung-sung, 2. Sung Yung-pao, 3. Phen Yoh-tang, Time: 30-1/5 sec.

Pole Vault—1. Yuen Chung-huan, 2. Yang Kying-tshue, 3. Woo Zung-sung, Height: 9 ft.

Relay Race—Seniors—won by team of Daung Ung-ling, T. S. Shih, Daung Yu-ping and Nyl Yau-kong.

Relay Race—Juniors—won by team of Kan Zau-ngou, Wang Yuen-laong, Yui Yoh-dong and Soong Yung-tsoong.

By Tad

PUBLIC SCHOOL FIRST IN SPORTS

Wins Chairman's Cup Offered Mr. E. C. Pearce At Interesting Meeting

KADOORIE SCHOOL SECOND

1,500 Spectators See Well Contested Events At Elgin Road Grounds

The Public School for Chinese, Elgin Road, was the scene of great enthusiasm yesterday afternoon when the pupils of the four municipal schools for Chinese competed for a cup presented by E. C. Pearce, chairman of the Municipal Council. This cup, known as the "Chairman's Cup," is a much coveted trophy and a crowd of over 1,500 spectators, including many foreign guests, witnessed what was probably the keenest contest which has ever taken place between the schools concerned. The Schools represented were, the Public School for Chinese, Ellis Kadoorie School, Nien Chih Kuei School and the Polytechnic School. The final result was:

Position:
Public School for Chinese, 34 1/2
Ellis Kadoorie School, 24 1/2
Nien Chih Kuei School, 23 1/2
Polytechnic School, 10 1/2

List of events and results:
1. Tug of War—Nien Chih Kuei, Ellis Kadoorie, Public School, Polytechnic.

2. 100 Yards—Ellis Kadoorie, Public School, Nien Chih Kuei, Polytechnic. Time, 11.3-5 sec.

3. 50 Yards (under 14)—Public School, Nien Chih Kuei, Ellis Kadoorie, Polytechnic. 6-4-5 sec.

4. High Jump—Public School, Ellis Kadoorie, Polytechnic, Nien Chih Kuei. Height 4ft. 6 1/2 in.

5. 440 Yards—Public School, Ellis Kadoorie, Polytechnic, Nien Chih Kuei, Polytechnic. 1 min. 2-5 sec.

6. Kicking the Football—Public School, Nien Chih Kuei, Ellis Kadoorie, Polytechnic, Nien Chih Kuei. 1 min. 53 sec.

7. 220 Yards—Public School, Nien Chih Kuei, Ellis Kadoorie, Polytechnic, Nien Chih Kuei. 28-1-5 sec.

8. Potato Race (under 14)—Public School, Nien Chih Kuei, Ellis Kadoorie, Polytechnic.

9. Relay Race—Ellis Kadoorie, Public School, Nien Chih Kuei, Polytechnic. 1 min. 53 sec.

At the close of the meeting the cup was presented to the winning school by Mr. Pearce, who congratulated the competitors on the splendid fight they had put up, and expressed the pleasure which it had given him to witness the schools in friendly contest.

Previous holders of the cup are: Nov. 4th, 1916—Nien Chih Kuei School; May 12th, 1917—Ellis Kadoorie School; Nov. 17th, 1917—Ellis Kadoorie School; May 18th, 1918—Public School for Chinese.

BOXING MATCHES PLANNED
Mr. Charles Shepherd, the popular proprietor of Shepherd's Cafe, is hard at work just now in arranging a boxing tournament in aid of War Funds.

He has been successful in unearthing a real star boxer from among our French brethren. This sportsman stands well over six feet in height and turns the scale at something over 170. If there is anyone willing to take the sportsman on, look in and see Charles Shepherd. He will treat you well. Up to the present there is one likely candidate who will wear the Stars and Stripes as his colors. All boxers of all weights should send in their willingness to the promoter and thus provide some good sport and dollars for the ever grateful War Fund coffers.

Baseball Today
Baseball fans will gather at the Race Course this afternoon when the teams from the Monocacy and Villalobos stage the first real honest to goodness fracas of the 1918 season. There is plenty of rivalry between the clubs and the ships and both sides will have plenty of support from rooting sections. Colvin, who has been twirling for the Navy team, will oppose Scotty of the Monocacy on the slab. Several stars who are well known to Shanghai fans will be in the lineup, including Maloney, McGovern, Dunn, Scotty, and others.

The game will be called at 3:30 o'clock.

Chinese Baseball Player On National League Team

This advertisement is issued by the British-American Tobacco Co., Ltd.